

K. 128

Settlers, Prospectors, and Tourists
Guide
OR
Travels through
British Columbia.

BY
Newton, H. Chittenden.

Circular 10 of

"The Worlds Guide for Home, Health
and Pleasure Seekers."

Containing New and Valuable Informa-
tion concerning this comparatively un-
known Region, its Physical
Features, Climate, Resources,
and Inhabitants.

Victoria, British Columbia,

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1882.

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PREFACE.

There is probably no portion of the North American Continent, within the confines of government and civilization, concerning which the general public has less definite and reliable information, than British Columbia. Hitherto comparatively inaccessible, and only by tedious and expensive modes of travel, it has been known chiefly as the vast wilderness trapping, and hunting ground, of the Hudson Bay Company, and gold field of adventurous miners. Since the inauguration of that stupendous undertaking, the building of the Canadian Pacific Railway, and its progress towards the western shores of the Province, people abroad are beginning to inquire what this region contains, to warrant such an enormous outlay for its development. In the following pages we have briefly outlined its resources and capacities for sustaining a large and prosperous population, and directed attention to its wonderful attractions for the tourist and health seeker. In the preparation of the same, I am under great obligations to his Honor Lieut.-Gov. Clement F. Cornwall, Hon. Jos. W. Trutch, C. M. G., F. R. G. S., M. Inst. C. E., Dominion Government Agt. for British Columbia, Hon. Allen Francis, American Consul, Mr. William Charles, Chief Factor of the Hudson Bay Company, to the members and officers of the Provincial Government, Mr. Noah Shakespeare, M. P., Mayor of Victoria, Loftus R. McInnes, M. D., Mayor of New Westminster, the British Columbia Board of Trade, through its President, Mr. R. P. Rithet, and Secretary, Mr. E. Crow Baker, M. P., and to Mr. Wm. Wilson, and others to whom I tender sincere thanks.

N. H. C.

Victoria, B. C., 4th November, 1882.

TRAVELS
IN
BRITISH COLUMBIA

BY
NEWTON H. CHITTENDEN.

INTRODUCTORY.

A little over one hundred years ago, that bold mariner, Capt. Cook, cruised among the wonderful islands stretching along the shores of the then unknown, unnamed land of British Columbia. Capt. Vancouver of the Royal Navy soon followed in his course, and gave his name to the largest of the islands, and that of New Georgia to the south coast of the mainland. This was in 1792, but for more than forty years following, the numerous and populous Indian tribes inhabiting these shores, were the sole possessors and occupants of this whole region. Adventurous traders had occasionally visited the west coast of Vancouver, but no permanent settlement was made until 1843, when the Hudson Bay Company built a Fort and established a trading post upon the beautiful site of the City of Victoria, followed six years later by the formation of the Vancouver Colony. In 1858, daring prospectors advancing up the coast from California, discovered the rich gold diggings of the Fraser, and so rapid was the influx of population, that another Colony was organized upon the mainland, and the present territory of the Province set apart, and designated British Columbia. In 1866 the two Colonies united, and in 1871, were confederated as one of the seven Provinces comprising the Dominion of Canada. It is a vast region,

extending from the 49th parallel of latitude more than 700 miles north to the 60th, and from the divide of the Rocky Mountains on the East, 400 miles West to the Pacific, containing 341,515 square miles, or 218,435,200 acres, a country nearly three times as large as England, Ireland, Scotland and Wales combined. It is traversed lengthwise by two great mountain ranges, the Rockies and the Cascades, about 250 miles apart, the former reaching an elevation of 9,000 and the latter of 6,000 feet. The Columbia and the Fraser, the second and third largest rivers on the Pacific Coast, rise within the Province, and with the Skeena, Nass, Stickeen and innumerable other streams drain its western slope. The interior is well watered by numerous rivers and creeks, and thousands of lakes and springs. Parallel to the mainland, and at a distance of from three to twenty miles therefrom, extends Vancouver Island for over 250 miles. The shores of the mainland and of Vancouver, and the intervening waters, embrace the most wonderful collection of inlets, sounds, harbors, straits, channels and islands, to be found upon the planet. British Columbia, in common with the whole Pacific Coast, possesses, two distinct climates. Along the west coast, even as far north as latitude fifty-three degrees, the mean winter temperature is about forty-two degrees; the annual rainfall averaging from forty-five inches at Victoria to seven-five inches, at Fort Simpson 630 miles North. In the interior the climate is much drier, the entire precipitation ranging from ten to twenty inches; the mean summer temperature being about seventy-five deg. and the winter ten deg. above. North of latitude fifty-one the winters are severe, but the snowfall moderate except in the higher altitudes. This section is not subject to the terrible blizzards which prevail east of the Rocky Mountains, the coldest weather usually being perfectly calm and clear. Though mountains and forests cover a considerable portion of its surface, there are very extensive areas excellently adapted to stock-raising and agriculture. The great natural resources of the Province are minerals, coal, fish, timber, grazing and furs. Although there are millions of acres as yet untouched by human foot, the discoveries of

valuable mineral deposits already made are immense. Her gold fields are among the most extensive and richest in the world ; coal underlies hundreds of thousands of acres ; there are mountain masses and islands of iron, and rich mines of silver, copper and other precious metals.

The Great Gold Fields of British Columbia

Embrace in area more than 100,000 square miles, extending from Rock Creek, near the 49th parallel, to Liard River on the 60th. On the Similkameen and Kootenay, at Hope, Yale, Boston Bar, Lillooet, and Bridge Rivers ; in the Big Bend of the Columbia, at Quesnelle, Keithley, Harvey, Cariboo, and Omineca ; on the Peace, Skeena, Naas, and Stickeen Rivers ; and, lastly, at Cassiar, gold has been found not only in paying quantities, but in many places by the millions, their aggregate products amounting to about fifty million dollars.

The Cariboo Gold District,

Lying between 52 and 54 degrees of north latitude, embraces an area of upwards of 700 square miles. The Quesnelle Lake and River form its south and south-western boundary, and the Fraser north-eastern, western and northern. Here Williams, Lightning, and Antler creeks and gulches startled the world by their amazing richness, the Wake-up-Jake claim yielding 150 ounces in a single day, the Caledonia 300 ounces, Butcher 350, Steele's 409, the Chittenden claim on Lowhee 432, the Ericsson 500 ounces, when the Diller claim cleaned up with the astonishing amount of 102 pounds of gold ! These wonderful deposits have been found in the beds of the water courses, from 60 to 80 feet below the surface. There are also extensive lodes of rich gold-bearing quartz awaiting development. Though the mines of Cariboo reached their maximum product \$3,735,850 in 1864, it is the opinion of most old miners who have had experience there, that still greater wealth lies hidden in her mountains and water courses. The annual yield of the district now ranges from \$700,000 to \$1,000,000. Mr. John Bowron, the Gold Commissioner, informed me on my recent visit to Barkerville, that prospectors

sent out by the Government had just returned, and reported having found good surface diggings and extensive ledges of rich quartz rock. The completion of the Canadian Pacific Railway will greatly reduce the hitherto enormous cost of conducting mining operations here, and greatly facilitate the development of the vast gold deposits of this region.

The Gold Fields of Cassiar,

Next in importance, extend over more than 250 square miles of country lying between the 54th and 60th degrees of north latitude, along the north-eastern watershed of the gold range. Gold was first found in this section in 1872-3, near the confluence of the Liard with the Mackenzie River, the most productive mines being on Dease, Thibert, and McDames Creeks, tributaries of the Dease River. Several millions were taken out along these streams during the two or three succeeding years. Their product for the year 1881 is estimated at one hundred and ninety-eight thousand dollars, and the number of miners engaged at 300, most of whom go south to winter. Interviews with Mr. Rufus Sylvester, the well-known explorer and trader, Mr. John Grant, M.P.P. for Cassiar District, and Mr. W. V. Brown, one of the pioneer miners, who has spent several years in this portion of the Province, indicate that the richest gold deposits of Cassiar are yet to be discovered.

The Omineca Gold Mines

Are also situated on the north-eastern slope of the gold range of the Province, near the 53rd parallel of latitude, upon the tributaries of the Omineca, a branch of the Peace River. There are about seventy men working claims here upon Vitell's, Manson, and Germansen creeks, taking out about \$35,000 annually.

Other Gold Fields.

Gold is found in paying quantities upon many of the streams of the south-eastern portion of the Province, especially in the Big Bend of the Columbia, and in the Kootenay

country, the claims on Perry and Wild Horse creeks being the most productive. In 1852 the Hudson Bay Company discovered gold bearing quartz of remarkable richness on the west shore of Queen Charlotte Island. Gold has also been found on the head waters of the Leech River and other streams along the west coast of Vancouver.

Silver, Copper and Iron,

Are known to be widely distributed throughout the Province. Pieces of pure silver have been found from time to time in many of the mining camps along the Fraser, also on Cherry Creek in the Okanagan district, and at Omineca. In 1871 a rich vein of silver was discovered near Hope, on the Fraser River and traced for nearly half a mile. There are deposits of copper ore upon Howe Sound, Knights and Jervis Inlets, the Queen Charlotte Islands, and at other points, the former said to be quite extensive. There are inexhaustible quantities of iron on Texada Island, situated in the Gulf of Georgia, about 100 miles north of the City of Victoria, amidst the great coal beds, timber supplies, and limestone quarries of the Province.

The Coal Fields of British Columbia,

On Vancouver Island alone, comprise many hundred thousand acres, lying mainly along the East Coast of the Island between Nanaimo and Fort Rupert. The Nanaimo coal lands embrace about ninety square miles, and those of Comox upwards of 300. There are also extensive bodies of coal on Quatsino Sound on the North-west coast of Vancouver, about 250 miles North-west of Victoria, and large veins are reported to have been discovered on the Queen Charlotte Islands. These coals are chiefly bituminous, of the cretaceous era and superior for general and domestic purposes to any other found on the Pacific Coast.

The Timber Resources of the Province,

Are very extensive, embracing many hundred thousand acres of Douglas fir lying in the West Cascade region, the choicest

bodies upon Burrard and Jervis Inlets, Mud Bay, Howe Sound, and the east coast of Vancouver Island. It attains an enormous growth, and being straight and exceedingly tough and durable is in great demand the world over for ship spars and timbers. Over thirty million feet are manufactured into lumber annually, chiefly for exportation to Asiatic, Australian, and South American ports. The pine and spruce of the interior, though much inferior in size and quality to the fir of the coast, is sufficient in both and also in quantity for all local purposes.

Fish.

The waters of British Columbia teem with countless millions of the choicest salmon, halibut, cod, herring, smelt, sturgeon, whiting, &c., &c. The canning of salmon for exportation is already a very important industry, the product for the present season amounting to about 177,000 cases. They also constitute the chief food dependence of the Indian population. Oil is manufactured from dog fish, herrings, and oolachans, but the other fish mentioned are as yet, except to a limited extent, only caught for home consumption.

Fur-bearing Animals

Are more numerous in this Province than in any other part of America, excepting, perhaps, portions of Alaska, having for nearly 40 years through the Hudson Bay Company supplied the world with most of their finest furs. They comprise Bears, Beaver, Badgers, Coyotes, Foxes, Fishers, Martens, Minks, Lynxes, Otters, Panthers, Raccoons, Wolves, Wolverines, and other smaller kinds. The product of the fisheries and furs of the Province amounts to nearly a million and a half dollars annually.

Stock Raising in British Columbia.

British Columbia contains a very extensive area of grazing lands of unsurpassed excellence. The whole inter-Rocky Mountain Cascade Region is specially adapted for pastoral purposes. During my recent travels through the interior of

the Province, I traversed hundreds of thousands of acres in the Nicola, Kamloops and Okanagan Valleys and Lake La Hache country, covered with a luxuriant growth of the nutritious bunch grass, and saw bands of thousands of cattle rolling fat; and way to the northward in the Chilcotin, Nechaco, Wastonquah and Peace River Valleys, are vast ranges, hundreds of miles in extent as yet almost untouched. Interviews with all the principal stock-raisers and dealers in British Columbia confirms my own observations that cattle raised upon the bunch grass of this region are among the finest in the world, very large and fat, and the choicest of beeves. Mr. B. Van Volkenburgh, the leading butcher in the Province, meat purveyor to Her Majesty's Navy, the owner of 7000 acres of grazing lands, and several thousand head of cattle and sheep; Mr. Thaddeus Harper whose 3,000 or 4,000 head of cattle and horses range upon his own estate of 25,000 acres, Mr. J. B. Graves at present the largest owner of fat cattle, 8,000 head, including 6,000 steers, Mr. C. M. Beak, of the Nicola Valley, who had just sold 1,300 for \$28,000 and been offered \$27,000 for the balance of his herd, Antoine Menaberriet, of Cache Creek, Victor Guillaume, W. J. Roper, Hugh Morton, M. Sullivan, Wm. Jones, John Pringle, John Peterson and W. J. Howe, of Kamloops, Wm. Fortune, of Tranquille, A. L. Fortune, James T. Steel, Cornelius O'Keefe, Greenhow, Postill and Eli Lequime, of Okanagan, and John Clapperton, Alexander Coutlie, A. Van Volkenburgh, John Gilmore, John Hamilton, and Guichon of Nicola, Patrick Killroy, of Lytton, and others, together the owners of three quarters of the sixty or sixty-five thousand head of cattle in the Province, agree that stock does exceedingly well in this region, increases at the rate of thirty per cent. by the herd, or ninety per cent. for those breeding; is free from disease, and subject to less loss from occasional severe winters, than from drouth on the Southern coast. Fat cattle are now in active demand, at from twenty to twenty-five dollars for two-year old, and from twenty-five to thirty-five dollars for three-year old steers, herds selling at from fifteen to twenty dollars per head. The average weight of cattle upon the ranges is 550 for two-year old, 675 for three-year old, and 800 for four-year old cattle.

They feed in the elevated valleys during the summer, and in winter on the sheltered sunny slopes and bottoms, keeping in good condition upon a species of white sage, called worm-wood, which succeeds the bunch grass, where the latter is too closely grazed. Mr. Van Volkenburgh has had over 1000 tons of hay stacked up for over three years, having had no occasion to feed it.

Three winters in twenty, cattle have died from starvation and exposure occasioned by deep snows covering the feed. Such losses are confined mainly to breeding cows, in the spring of the year, for which most prudent stock-raisers now provide a reserve of hay. The steers seldom succumb, except in extraordinary winters, such as that of 1879-80, many of them keeping fat in the mountains the year round. The winter ranges throughout the Province are generally fully stocked, but hay for the winter feeding required in the northern part may be cut in unlimited quantities.

The Agricultural Lands of British Columbia

Comprise in the aggregate several million acres, only a small portion of which are at present occupied. Vancouver Island alone is estimated to contain over 300,000 acres,—100,000 in the vicinity of Victoria, 64,000 in North and South Saanich, 100,000 in the Cowichan district, 45,000 near Nanaimo, 5,000 on Salt Spring Island, 50,000 in the Comox district, and 3,500 acres near Sooke. Along the lower Fraser, including the delta, there are about 175,000 acres of unsurpassed fertility. There is a large tract of open arable land on the Queen Charlotte Islands without a white settler. In the Lillooet, Cache Creek, Kamloops, Spallumcheen, Salmon River, Okanagan, Grand Prairie sections there are large amounts of excellent farming lands; and in the Lake La Hache, upper Fraser, Chilicotin, and Peace River countries, vast bodies, hundreds of miles in extent, awaiting settlement. They afford the greatest choice of situation with reference to climate and productions. Heretofore, there has been but little encouragement for agriculturists in the interior, but the completion of the Canadian Pacific Railway, will give them an excellent market on the seaboard for all their surplus grain, potatoes, &c. The great-

ness, character, and diversity of the natural resources of the Province, will ultimately employ a large population in their development and utilization, creating a great demand at good prices for all kinds of farm produce.

The Provincial Land Laws

Provide that any person being the head of a family, a widow, or single man over the age of 18 years and a British subject, or any alien upon declaring his intention to become a British subject, may record any tract of unoccupied, unsurveyed and unreserved Crown Lands, not exceeding 320 acres, north and east of the Cascade or Coast Range of Mountains, and 160 acres in the rest of the Province, and "pre-empt" or "homestead" the same, and obtain a title therefor upon paying the sum of \$1 per acre in four equal annual instalments, the first one year from the date of record. Persons desiring to acquire land under this law must observe the following requirements:

1st. The land applied for must be staked off with posts at each corner not less than four inches square, and five feet above the ground, and marked in form as follows: (A B's) Land, N. E. post. (A B's) Land, N. W. post, &c.

2nd. Applications must be made in writing to the Land Commissioner, giving a full description of the land, and also a sketch, plan thereof, both in duplicate, and a declaration under oath, made and filed in duplicate, that the land in question is properly subject to settlement by the applicant, and that he or she is duly qualified to record the same, and a recording fee of \$2 paid.

3rd. Such homestead settler must within 30 days after record enter into actual occupation of the land so pre-empted, and continuously reside thereon personally or by his family or agent, and neither Indians or Chinamen can be agents for this purpose.

Absence from such land for a period of more than two months continuously or four months in the aggregate during the year, subjects it to forfeiture to the Government. Upon payment for the land as specified, and a survey thereof at the expense of the settler, a Crown grant for the same will issue,

provided that in the case of an alien he must first become a naturalized British subject before receiving title.

Homesteads upon surveyed lands may be acquired, of the same extent and in the same manner as upon the unsurveyed, except that the applicant is not required to stake off and file a plat of the tract desired.

Unsurveyed, unoccupied, and unreserved Crown lands may be purchased in tracts of not less than 160 acres for \$1 per acre, cash in full at one payment before receiving title by complying with the following conditions:—

1st. Two months' notice of intended application to purchase must be inserted at the expense of the applicant in the British Columbia Gazette and in any newspaper circulating in the district where the land desired lies, stating name of applicant, locality, boundaries and extent of land applied for, which notice must also be posted in a conspicuous place on the land sought to be acquired, and on the Government office, if any, in the district. The applicant must also stake off the said land as required in case of pre-emption, and also have the same surveyed at his own expense.

Surveyed lands, after having been offered for sale at public auction for one dollar per acre, may be purchased for cash at that price.

The Mining Laws

Provide that every person over sixteen years of age may hold a mining claim, after first obtaining from the Gold Commissioner a Free Miner's Certificate or License, at a cost of five dollars for one year and fifteen dollars for three years. Every miner locating a claim must record the same in the office of the Gold Commissioner, for a period of one or more years, paying therefor at the rate of \$2.50 per year.

Every free miner may hold at the same time any number of claims by purchase, but only two claims by pre-emption in the same locality, one mineral claim and one other claim, and sell, mortgage, or dispose of the same.

The size of claims are as follows:—

The bar diggings, a strip of land, 100 feet wide at high-

water mark and thence extending into the river to the lowest water level.

For dry diggings, 100 feet square.

Creek claims shall be 100 feet long measured in the direction of the general course of the stream and shall extend in width from base to base of the hill, or bench on each side, but when the hills or benches are less than 100 feet apart, the claim shall be 100 feet square.

Bench claims shall be 100 feet square.

Mineral claims, that is claims containing, or supposed to contain minerals (other than coal) in lodes or veins, shall be 1,500 feet long by 600 feet wide.

Discoverers of new mines are allowed 300 feet in length for one discoverer, 600 feet for two, 800 feet for three, and 1000 in length for a party of four.

Creek discovery claims extend 1000 feet on each side of the centre of the creek or as far as the summit.

Coal lands west of the Cascade Range in tracts not less than 160 acres, may be purchased at not less than ten dollars per acre, and similar lands east of the Cascade Range, at not less than five dollars per acre.

The Government and People.

British Columbia is governed by a Legislative Assembly of twenty-five members elected by the people every four years. The Lieut.-Governor and a Council of three Ministers constitute the Executive body, Hon. Robert Beaven, Premier, Chief Commissioner of Lands and Works, Minister of Finance and Agriculture, Hon. J. R. Hett, Attorney General, Hon. W. J. Armstrong, Provincial Secretary and Minister of Mines, being its present officers. Political and religious freedom, free public schools, liberal homestead pre-emption and mining privileges, are guaranteed and secured by the laws. Justice is firmly administered, good order prevails, and life and property are secure throughout the Province. So far as the government is concerned, there has been nothing to remind me that I have crossed the line into the Queen's dominions, excepting the glad demonstrations of welcome accorded the Governor General, the Marquis of Lorne and

the Queen's daughter, Princess Louise. There is the same freedom of opinion, and outspoken criticism of public men and measures; elections are conducted with the same partisan zeal, and the Press is just as abusive as in the United States. The people generally entertain a very friendly feeling toward the United States. The portraits of George and Martha Washington, Lincoln, Grant, Sheridan, Garfield, and other distinguished Americans, are often seen hanging upon the walls of both public and private houses in all parts of the Province, together with those of members of the Royal family. The population is quite cosmopolitan and liberal in their views. Stopping at an inn in the interior recently, it was found that each of the seven white persons present, represented a different nationality. The popular feeling is strongly opposed to Chinese immigration, the present Provincial Government refusing to employ any Chinamen upon the public works.

The Indian Nations of British Columbia

Afford a most interesting study for the ethnologist. They are eleven in number evidently of Asiatic origin, comprising altogether about 35,000 souls,—the Tsimpseean's, Quackeweth, and Hydah nations being the most populous. The West Vancouver and the Hydah Indians of Queen Charlotte Island were formerly quite hostile to the whites, having cruelly murdered several ship crews cast upon their shores; but through the influence of missionary training, several severe chastisements by English gunboats, and their humane liberal treatment by the general government, they are now quite friendly. I have visited most of the principal tribes during the past season, and have always been cordially received in their houses or wigwams.

They are generally much inferior both in stature and form to the white race. A few of the Queen Charlotte Hydah's are fairly good looking, and well formed, though it would require an exceedingly fertile and romantic imagination to discover among these people a single specimen of the beautiful indian maiden, we have all read about, but whom so few,

have ever seen. They are almost entirely self-supporting, depending not alone upon the wonderful fish and game supplies of this region, but in many instances cultivating farms and raising cattle and horses. Large numbers are also employed by the salmon fisheries and canneries, lumber mills, steamboat lines, and railroad contractors, and are considered superior to Chinese laborers.

Mr. Duncan's remarkable work at Metlakatlah, where he has colonized over a thousand of the Tsimsheans, who now live in good houses, worship in a \$10,000 church of their own erection, school their children, operate a salmon cannery, a sawmill, and engage in other self supporting pursuits, demonstrates the possibilities attainable by well directed efforts for their civilization upon a Christian basis.

The Principal Cities, Towns and Settlements in British Columbia

Are Victoria, Esquimalt, Saanich, Cowichan, Nanaimo, Wellington, Comox, Fort Rupert, and Sooke, on Vancouver Island, New Westminster, Port Moody, Moodyville, Hastings, Granville, Langley, Sumass, Chilliwack, Hope, Emory, Yale, Lytton, Lillooet, Cache Creek, Cook's Ferry, Clinton, Lake La Hache, Soda Creek, Quesnelle, Stanley, Barkerville, Savona's Ferry, Kamloops, Tranquille, Grand Prairie, Salmon River, Spallumcheen, Okanagan, Mission, Cherry Creek, Similkameen, Port Essington, Rivers' Inlet, Metlakatla, Fort Simpson, and Cassiar, on the Mainland, containing altogether about fifty thousand inhabitants.

Victoria,

The chief city and capital of British Columbia, occupies a magnificent situation on the south shore of Vancouver Island, about 60 miles from the Pacific, and 750 north of San Francisco. Its immediate surroundings are charmingly picturesque, embracing a beautiful harbor and inlet, pine and oak covered shores and rolling hills, with green forests of fir and pine clad mountains in the near back ground. The distant view is one of exceeding grandeur, comprising the loftiest peaks of the

Olympic and Cascade Mountains. A person unfamiliar with the marvelous progress of civilization in the new world surveying its busy marts of trade, ships of commerce laden with exports for the most distant ports, numerous manufacturing industries, well graded streets, and good public and private buildings, would scarcely believe that all these things are the creation of a little more than twenty years, and that only a generation has passed since the Hudson Bay Company first planted the English flag on these shores. But this is only the beginning as compared with the brilliant future which awaits Victoria. The resources of the vast region to which she holds the commercial key are only in the bud of their development. That she has reached her present status while laboring under the great disadvantages of extreme remoteness from the centres of population and demands for her products excessively costly transportation, shows not only their enormous extent and richness, but what may reasonably be expected when all railway communication shall be established with the East and the country opened to immigration and capital.

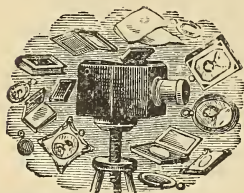
Victoria is provided with all the concomitants of the progressive cities of our times—good religious and educational advantages, three newspapers, the *Colonist*, *Standard* and *Evening Post*, a public library, and the usual benevolent orders, an able and active Board of Trade, gas and water works, efficient police and fire departments, a beautiful public park, and a well ordered government.

Victoria as a Summer Resort for Tourists and Health Seekers.

Nature has awarded to Victoria, the most attractive and interesting situation and surroundings, of any city on the north Pacific Coast. Possessing a most enjoyable, invigorating and healthful climate, she lies central amidst the sublimest scenery in the new world. The waters of Puget Sound and of the Inside Passage to Alaska, between Vancouver and the Mainland, embraces more that is unique and wonderful in nature, than can be found on any equal area of the earth's surface. I can scarcely conceive of a grander panorama of

mountains and inland waters, forests and islands, than that afforded from the summit of Beacon Hill, her favorite Park resort. Her drives are unsurpassed, both in respect to the excellence of the roads, and the beauty of the scenery through which they pass. The three miles from Victoria to the fine harbor of Esquimalt, with its pretty village, off lying fleet of ships, Graving Dock, &c., is a delightful drive or walk; so is the one to the Gorge, a picturesque romantic spot, situated about the same distance from the City. It may also be visited by a small boat through a charming inlet extending from Victoria almost to Esquimalt. To Cadboro Bay, returning by the Government House, Race Course, and Beacon Hill, a distance of about eight miles, affords a splendid excursion. Excellent macadamized roads lead from three to twenty miles into the country in all directions. Victoria is central in one of the best fields for hunting and fishing of which I have any knowledge. Deer and other large game abound on Vancouver Island, and within a short distance of the city. All kinds of water fowl are numerous, and the streams and lakes are full of trout. It is only a few hours ride by steamer amidst magnificent scenery to the most important places in the Province, New Westminster, Port Moody and Nanaimo—and to the principal towns of Puget Sound—Port Townsend, Seattle, Tacoma and Olympia. Steamers also run among the beautiful islands of the Archipelago De Haro, and of the San Juan group, touching at their chief points of interest. Upon the completion of the Canadian Pacific and Northern Pacific Railways, Victoria will be thronged with tourists and health-seekers, from all parts of East, and should lose no time in providing hotel accommodations in keeping with her other unparalled attractions.

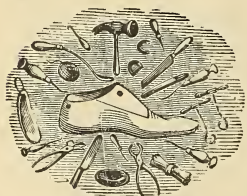
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FELL & COMPANY, Importers and Dealers in Groceries, Provisions, Fruit, Etc. COFFEE AND SPICE MILLS, GENERAL ITAL- IAN WAREHOUSEMEN.

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Johnson Street, Victoria, B. C.

Has on Hand a Large Stock of Goods, consisting of
Clothing, Furnishing Goods, Hats, Caps,
Boots and Shoes, Etc.

The above Goods will be sold at GREATLY REDUCED PRICES.
Also, Garments Made to order.

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Howe Mining Co., Limited.

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Telephone Call, 37.

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Real Estate Agents and Conveyancers

LOANS NEGOTIATED.

VICTORIA, B. C.

ESTABLISHED IN 1863.

E. J. SALMON & CO.

Johnson St., Victoria.

Importers of Furniture,

Glassware, Crockery &c.

Indian Curiosities !

IN VARIETY.

Vice-Regal Movements.

Victoria Evening Post, Oct. 4th, 1882.

Yesterday afternoon, Her Royal Highness, accompanied by Miss Harvey, Miss McNeil, Dr. Burnet and others, strolled through the principal streets and visited the London Bazar, S. L. Kelley's and E. J. Salmon's, Johnson street. At the last mentioned place, Her Royal Highness spent nearly half-an-hour examining the numerous Indian curios, the use and manufacture of which were described by Mr. Salmon. The Princess seemed to take great interest in the native bead work, mats, painted figures etc., and before leaving, made many purchases.

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Sporting and Table Cutlery, Electro Plate, Opera
Glasses, Gun Tackle, Etc., Etc.

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Cor. Oriental Alley and Johnson Sts.

INDIAN CURIOS, FANCY GOODS

*FURS, ROBES, RIFLES AND SHOTGUNS,
AND MEERSCHAUM PIPES,*

SUITABLE FOR HOLIDAY PRESENTS.

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Belmont Tanning

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TEA DEALER,

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DEALER IN INDIAN CURIOS, GUNS, RIFLES
AND SPORTING GOODS GENERALLY.

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FRANK CAMPBELL,

TOBACCONIST,

ADELPHI CORNER, VICTORIA, B. C.

W. J. JEFFREE, Clothier and Outfitter, Government street.

J. WENGER, Watchmaker and Jeweler, Government street.

THE FACTORY STORE, S. H. Glover, Proprietor. Agent Scotland
Woolen Mills. Government street.

W. ALLEN, Fruits, Fish, Game, etc. Government street.

GEORGE VIENNA, Game, Fish, Fruit, etc. Government street

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JOHN T. HOWARD, Proprietor; also, Postmaster.

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ORDERS FROM SHIPPING PROMPTLY ATTENDED
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GLOBE HOTEL, Esquimalt, W. X. Selleck, Proprietor.

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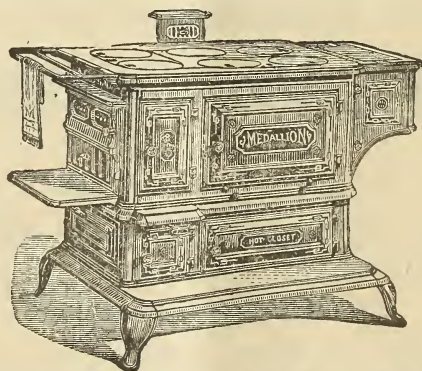
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STOVES and RANGES

Keep in stock the Best and Cheapest Assortment of Gas Fixtures
north of San Francisco.

Travels in British Columbia

BY

NEWTON H. CHITTENDEN.

TRIP NUMBER ONE.

From Victoria to Yale, the head of navigation on the Fraser River, with Capt. John Irving, on the steamer R. P. Rithet. Through the Archipelago De Haro, Plumper Pass, Gulf of Georgia, and South Arm of Fraser River. Magnificent scenery, salmon fisheries and canneries, rich delta and bottom lands. The towns of Ladner's Landing, New Westminster, Mission, Maple Ridge, Langley, Matsqui Sumas, Chilliwack, Harrison River, Hope, Emory, and Yale—350 miles.

YALE, B. C., 14th August, 1882.

Victoria, the beautiful capital city of the Province, is the headquarters and starting point of all the principal steamboat and other lines of transportation through it. Of these, the Pioneer line of steamers to the head of navigation on the Fraser River, is one of the most important. It comprises three boats, the Wm. Irving, R. P. Rithet and Reliance, owned by Capt. John Irving and others, which run in conjunction with the Hudson Bay steamers Princess Louise, Enterprise and Otter. I took passage on the R. P. Rithet, Capt. John Irving, one of the finest boats upon the waters of the North-West Coast. She is a new, powerful stern-wheeler, 200 feet long, 39 feet wide, 816 tons burden, accommodating

250 passengers, and having a speed of 13 miles an hour. Her cabins are elegantly finished and furnished, state-rooms large, and table excellent. The usual time to Yale—175 miles from Victoria—is from 18 to 22 hours on the upward, and twelve hours on the downward trip, the difference being occasioned by the strong currents encountered both in the straits and river, in some places from seven to eight miles an hour. No passage of equal distance in the world affords a succession of more magnificent natural views. Sailing out of the fine land-locked harbor of Victoria into the Straits of Juan de Fuca, on such a glorious day as yesterday, presents a panorama of indescribable beauty and sublimity. The grandest mountains outline the horizon on every hand—rising 5,000 feet from Vancouver, the snow-covered Olympian Peaks 8,000 feet—and sweeping East and Northward along the rugged Cascades the eye is arrested by the white crowning peaks of Mount Baker, 10,800 feet above the sea. The intervening landscape is exceedingly picturesque and charming. Sailing northward, the immediate shores of Vancouver, faced with a sea wall of rounded trappean rock, sparsely wooded with pine and oak, receding gradually, are interspersed with pleasant green slopes and park-like openings. The large, conspicuous mansion situated upon the commanding eminence in the Eastern suburbs of Victoria is the Government House, now occupied by His Honor Lieutenant-Governor Cornwall. A few days ago the Governor kindly showed me through the fine grounds, which afford a most magnificent view of the incomparably grand scenery of this region. Looking into Cadboro Bay—three miles from the city opposite the small, rocky islands of Discovery and Chatham, a fine little harbor of refuge—a number of well improved farms are visible. Driven in here by a storm in April last, crossing from San Juan Island to Victoria, I was surprised to find vegetation more advanced than in Oregon and Washington, which I had just left. Several varieties of flowers bloom here throughout the winter.

Approaching the entrance to the Canal De Haro, San Juan Island, to the North-East, first engages the attention.

It is the largest of the San Juan Group—comprising Orcas, Lopez, Blakely, Decatur, Waldron, Shaws, Stuart, Speiden, Henry, and others—being thirteen miles long, with an average width of about four miles. It acquired historical importance as disputed territory, having been jointly occupied by the English and American forces from 1858 to 1873, when the boundary question was finally settled. The white faced cliffs of the extensive limestone quarry of McCurdy's is a prominent landmark on its Southern slope. Lying to the Westward of the group, and comprising the Archipelago De Haro, are numerous Islands belonging to British Columbia. Of these, Salt Spring, Galiano, Saturna, Pender, Sidney, Moresby, and Mayne are the most important. The main channel, usually taken by deep draught vessels, runs between San Juan, Stuart, and Waldron on the East, and Sidney, Moresby, Pender, and Saturna on the West; but our route, that of most river steamers, lay between Sidney, James, Moresby, Portland, Pender, Provost, Mayne, and Galiano Islands, reaching the Gulf of Georgia through Active or Plumper Pass. These islands are uniformly rock-bound, with basalt, sandstone, and conglomerate formations, interspersed with lignite, rugged and irregular in outline, thickly wooded with fir and spruce, and rising from five to fifteen hundred feet above the sea. Their climate is healthy and uniform, rainfall not excessive, and great extremes of cold or heat are unknown. The forests abound with deer, otter, coon, and mink, and the surrounding waters with salmon, halibut, cod, and other excellent fish. There are no beasts of prey, or poisonous reptiles. Approaching the Pass a steam sealing schooner and three large Chinook canoes, filled with Indians, are sailing northward. Their huts are occasionally seen upon the shores. A considerable settlement of whites occupy a pleasant green slope on Vancouver Island at Cowichan. Then we seem to be advancing against a mountain wall of solid rock, and, just as we are wondering most where we can be going, two channels suddenly appear—the left leading on to Nanaimo, the right Plumper Pass—not exceeding two or three hundred yards wide in places, and about two miles long, to the Gulf of Georgia. Now we head for the Delta of the Fraser River,

visible in the distance. The Gulf of Georgia is from nine to twenty miles in width, and one hundred and twenty miles in length. When opposite Point Roberts, the boundary line between British Columbia and the United States, a wide pathway cut through the timber, entirely across, is plainly seen from the steamer with the naked eye. Just before entering the South Arm of the Fraser River we pass the Steamer Beaver, which Capt. Irving says is the oldest on the Pacific coast, having come round the Horn in 1835. She is still doing good service for her owners, the British Columbia Towing Company.

The Fraser River.

The third largest stream flowing into the Pacific upon the Continent of North America, rising in the Rocky Mountains, drains, with its tributaries, an area estimated at 125,000 square miles, reaching from the hundred and eighteenth to the hundred and twenty-fifth degree of longitude. The intervening country embraces the greatest diversity of physical features, climates, soils, natural resources, and adaptations. East of the Cascade Range, mountains, rolling foot hills, and elevated plateaus, covered with bunch grass, sage brush, plains, forest and table lands, with occasional prairie openings, are its prevailing characteristics. It is rich in gold and other valuable minerals, contains extensive stock ranges of unsurpassed excellence, and large areas of arable lands excellently adapted to the growth of cereals, roots, and fruits generally. Irrigation is necessary over a considerable portion of this region. The summers are hot, the nights cool and sometimes frosty in the valleys and in the elevated plateaus; the winters dry and not unfrequently severe, though the snow fall, except in the mountains, seldom exceeds two feet in depth. Crossing the Cascades its Western slopes, river valleys, embrace the greatest variety of climates and range of productions, varying according to altitude and local surface configurations. Forests of Douglas pine, cedar, spruce, and hemlock cover a considerable portion of this region, though there are extensive bodies of excellent grazing and agricultural land. But no general description can convey correct impressions

concerning or do justice to this region. The climatic conditions existing in the same latitudes on the Atlantic coast affords no guide in judging of those found here. The warm Asiatic ocean currents sweeping along the Western coast and through the Gulf of Georgia modifies the temperature in a marked degree. It is one of the healthiest portions of the globe. Even the river bottoms and deltas are free from all malarial fevers.

The Rich and Extensive Deltas of the Fraser River.

The delta lands of the Fraser are more extensive than those of any other river flowing into the Pacific. Advancing up the South Arm, a broad, rapid, muddy stream, the tide lands stretch away for many miles on either hand, extending from Boundary Bay on the East to Point Gray on the West, a distance of thirteen miles, embracing over 100,000 acres susceptible of cultivation. Enriched by the silt and alluvial deposits of ages, brought down from the plains and mountain slopes of the interior, they are famous for their inexhaustible fertility. They generally require dyking to the height of three or four feet, for protection against high tides, though escaping, almost altogether, any damaging effects from the spring floods. Messrs. Turner & Wood, civil engineers and surveyors, at New Westminster, who have recently examined a tract of 4,500 acres near Mud Bay estimate that it can be reclaimed in a body for \$8000, and that from two to four dollars per acre will securely dyke the average Fraser delta land. Every one bears testimony to their exceeding fertility and durability. At Ladner's Landing the Rithet took on board a quantity of excellent hay, grown close at hand. The young man shipping it said that three tons per acre was the average yield, and that it sells readily for from twelve to sixteen dollars per ton. Hon. W. J. Armstrong, M. P. P., informs me that he saw a field which, after growing timothy ten or eleven years in succession, produced three tons per acre. He estimates the cost of cutting, curing, and baling at not exceeding four dollars per ton. These delta

lands are also well adapted to oats, barley, and roots generally. They are offered in tracts to suit at from ten to twenty dollars per acre, and are being rapidly reclaimed and improved. Mr. E. A. Wadhams and Mr. Adair have each dyked over 1,200-acre tracts, and at Ladner's Landing there is a prosperous settlement of farmers and stock raisers upon smaller tracts.

The Salmon Fisheries and Canneries.

Although salmon fishing and canning has been an important industry on the Pacific coast since 1866, and during the last twelve years has grown to immense proportions—a single firm on the Columbia River (Kinney's) canning fifty thousand cases during the season of 1881—it is only a few years since the establishment, by Ewen & Co., of the first cannery on the Fraser. Now there are thirteen—the Phoenix, English & Co., British American Packing Co., British Union, Adair & Co., Delta, Findlay, Durham & Brodie, British Columbia Packing Co., Ewen & Co., Laidlaw & Co., Standard Co., Haigh & Son, and the Richmond Packing Co., their aggregate product during the present season amounting to not less than 230,000 cases. The fish of Northern waters are of superior quality, and their ranges for hatching and feeding so extensive and excellent that the salmon, especially if protected by the Government, will constitute one of the great permanent resources of this region. Before proceeding far up the Fraser we meet the advance of the numerous fleet of salmon fishing boats which throng the river for a distance of fifteen miles from its mouth. They are from twenty-two to twenty-four feet in length, and from five to six feet wide, each furnished with a gill net, made of strong linen, from one hundred and fifty to two hundred fathoms long, and about forty half-inch meshes deep, and manned by two Indians. The steamer stopping to discharge and receive freight at a small settlement on the left bank, at Ladner's Landing, consisting of the Delta salmon fishery and cannery and McNeely and Buie's store and hotel, afforded an opportunity to visit

The Delta Cannery.

The largest in British Columbia. Commencing operations only five years ago, its business has assumed such proportions that it now employs a force of over 400 men, 280 Chinese, and 160 Indians, and a fishing outfit consisting in part of thirty-eight boats and nets, two seines, one steam tug and four scows. The cannery is 160x120 feet square, two stories high, and in some respects the most completely furnished of any on the Pacific coast. It is provided with a boiler sixteen feet long, and four feet in diameter, twelve tanks, two retorts of 3,360 cans capacity each, filling and soldering machines, four laquer baths, and every convenience for the rapid and thorough performance of the various operations necessary to secure the highest degree of perfection in the preparation of this most excellent article of food. Chinamen, under the supervision of experienced white foremen, are employed for the canning process, and Indians for catching the fish, receiving from \$1 25 to \$2 00 per day—the net tenders the latter amount. The daily catch per boat ranges from fifty to three hundred salmon, the fleet sometimes bringing in twelve or fifteen thousand. This season the run has been so extraordinary that the Delta Cannery put up 1,280 cases in a single day and 6,600 cases in six days. Messrs. Page & Ladner, the managing partners of the firm, showed me their product for the last month, amounting to the enormous quantity of 25,000 cases, or 1,152,000 cans, covering every available space of the immense lower floor to the height of over five feet, the largest number ever packed by any one establishment during the same period of time. Two hundred and fifty barrels of salmon, or about 1,3000, were also salted within the month. The company ship their goods direct to London or Liverpool through the firm of Welch, Rithet & Co., of Victoria. Proceeding we soon reach

New Westminster,

The principal city of the Mainland, formerly the capital of the Crown Colony, occupying a very pleasant and commanding situation on the right bank of the Fraser, about fifteen

miles from the mouth and 75 miles from Victoria. The site was chosen by Col. Moody, in 1858, being then covered with a dense growth of enormous cedars some of which were twelve feet in diameter. Hon. J. W. Armstrong, just appointed Provincial Secretary, erected the first house—a store and dwelling—in March, 1859. This gentlemen related to me how it came by its present name. Originally called Queen or Queensborough, a dispute having arisen between Gov. Douglas and Col. Moody as to which should prevail, the matter was submitted for settlement to Her Majesty Queen Victoria who decided against both by substituting New Westminster. It lies in the heart of the great resources of the Province, surrounded by the most extensive and richest bodies of agricultural lands, with large tracts of the finest timber near at hand, and in the midst of fisheries so enormously productive that thirteen canning establishments within a radius of twelve miles, will put up over twelve million cans of salmon, alone, the present season. Vessels drawing fifteen feet of water reach New Westminster in safety at all times and find good anchorage and wharfage, and Port Moody, on Burrard's Inlet, the best and most commodious harbor along these shores, selected as the terminus of the Canadian Pacific Railroad, is only six miles distant. The city, now containing a population of about 2,500, is in a very prosperous condition, but scarcely realizes the future which awaits it upon the establishment of railroad communication with the interior and the East, the influx of population, and the consequent development of the great resources of this region. Besides many well built stores, residences, and hotels, it contains the Provincial Penitentiary and Asylum, a public hospital, and good church and school buildings. A fine Post Office is in course of erection. A free reading room and library is well sustained, There are two local newspapers—the *British Columbian* and *Mainland Guardian*—well conducted and supported. At the hospital, Mr. Adam Jackson, the courteous and efficient Superintendent, after conducting me through the several commodious and sunny wards showed me, in the fine flower garden attached, a sweet pea vine over seven-and-a-half feet

THE OCCIDENT HOTEL!

COLUMBIA STREET,
NEW WESTMINSTER, B. C.

The only Fire-Proof Hotel in the city. First-class accommodations at reasonable rates. Private Dining rooms for Ladies and Families.

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Promptly Attended to.

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- W. D. MOSES, Mdse, Fancy Goods, Hairdresser, Barkerville.
- ANTELOPE RESTAURANT, Barkerville, R. K. Evans, Prop.

in height, and close by, vegetables of surprising growth. Rheumatism and paralysis are the most prevalent diseases among his patients. At the time of my visit, just after payday among the canneries, the city was full of Indians, representing all the various Mainland and Island tribes, living in canvas tents and huts, dressed in every conceivable mixture of barbarous and civilized costume, one of the most interesting collections of human creatures ever seen on the earth. These Northern tribes are generally good workers, and earn during the summer considerable sums of money which they spend freely upon whatever most pleases their fancy. Many of their purchases, which the traders said included almost everything, were exceedingly amusing, especially in the line of dress goods. Sometimes a prosperous buck will jump from a barbarous into a civilized costume at a bound, and parade the streets in a black suit and white silk necktie, and everything except habits to correspond. One Indian was seen proudly leading his little daughter whom he had gaily dressed in white, with a blue silk sash, a pretty white waist, and a silk parasol in hand, but bare footed and legged. Though there were probably upwards of a thousand Indians in the city I saw no disorderly conduct among them. I am indebted to Capt. A. Peele, a prominent druggist and apothecary of New Westminster, and Meteorological Observer for the Dominion Government and Signal Officer for the United States, for the following valuable notes of the mean temperatures and rainfall at that place for a period of six years:—

	MEAN TEMP.	HIGHEST TEMP.	LOWEST TEMP.	RAINFALL.
January	34.9	57	-7	7.26
February	37.9	57	16	6.61
March	40.3	65	18	6.77
April	48.1	74	20	2.85
May	54.9	82	34	
June	58.3	87	38	2.33
July	63.8	92	45	1.66
August	61.9	84	44	2.10
September	56.9	81	42	3.68
October	48.9	75	26	5.83
November	40.6	59	14	7.65
December	36.2	54	8	7.87

Between New Westminster and Yale, a distance of 100 miles, the mail steamers not unfrequently make

thirty-five landings, including stoppages at railway construction camps. Maple Ridge, twelve miles; Langley, seventeen, Riverside, thirty-one; Matsqui, thirty-three; Sumas, forty-one; Chilliwack, forty-seven; Hope, eighty-five; and Emory, ninety-five miles above, being the most important places.

Langley.

Though only a small village, is the oldest settlement on the river having been laid out for a town in 1858. There is a considerable tract of rich, arable land a short distance back, of which the Hudson Bay Company own about a thousand acres. Though the area susceptible of cultivation along the Lower Fraser is comparatively limited it comprises in the aggregate over 150,000 acres, excluding the deltas. At Matsqui there is a prairie opening three or four miles square, and on the right bank opposite, north of the Mission, Burton's Prairie, containing over 3,000 acres. Sumas Prairie is estimated to contain 25,000 acres of farming lands. Surrounding

Chilliwack,

A village of about twenty-five houses on the left bank, there is a large body of level, lightly timbered, alder, maple and pine wooded bottoms, enclosed by a grand amphitheatre of mountains. The soil is a deep clay, alluvial, exceedingly productive. Mr. A. Pierce told me that the lessee of his farm, situated three miles back from the landing, will clear \$2,000 this season from forty-eight acres under cultivation. Though comprising the principal farming settlement on the river, these lands are only about half occupied. In common with most of those described they are subject to occasional overflows sometimes quite disastrous. The Provincial Government has undertaken to protect them by dyking and will doubtless succeed in doing so. For sixty miles from the mouth of Harrison River the Fraser has little valley proper, the mountains rising abruptly from two to five thousand feet above the sea, their rugged, furrowed sides sparsely covered with

Douglas fir, and sharply defined peaks with remnants of the winter snows. There are occasional slopes, benches and bottoms of small extent, occupied, though the general aspect of the country, outside the small settlements, is a wild, unbroken wilderness. This was the field of the great Fraser River gold excitement of twenty-four years ago, when miners rushed in from all parts of the world, encountering untold hardships and dangers to share in its rich treasures. The best diggings were found upon the lower benches and bars of the river, American, Murderer's, Texas, Emory, Hill's Sailor's Boston, Kanaka, Fargo's, Chapman's, Wellington, and Foster's being the richest. Scores of brave fellows lost their lives in attempting to reach them, in canoes and small boats, through the terrible rapids of the awful canyons intervening. Between Cornish and American Bars, near the mouth of the Coquhalla River, we touch at the small village of

Hope,

Charmingly situated upon a high bench at the base of the mountains. A trail leads from thence 160 miles North-Eastward into the rich Similkameen and Okanagan country. A silver mine, said to be very rich, has been discovered upon the side of the mountain within sight, upon the development of which great anticipations are based. I am informed by Mr. B. C. Oleson, Supt. of the C. P. R. R. powder works, that there are good openings in the upper Skagit Valley, within forty or fifty miles of Hope, for thirty or forty families.

Salmon Running and Catching Extraordinary.

I have read, with much allowance, accounts of the multitudes of salmon sometimes seen in the smaller tributaries of the Umpqua, Columbia, and Fraser Rivers, but, after what I have witnessed to-day, am prepared to believe any fish story within the limits of possibilities. Arriving at Emory, five miles below Yale, two young men from San Francisco reported immense numbers of salmon at the mouth of Emory Creek, a small, rapid mountain stream flowing into the Fraser just above. Going there I found it packed so full in places that I

counted, while standing in one position upon the railroad bridge, over four hundred different salmon. Mentioning the matter to a resident, he remarked, "Oh! that's nothing. If you want to see salmon go to the next creek beyond." Reaching there, after a walk of about four miles, and taking a central position upon the bridge crossing it, I counted, without moving, over 800 salmon. This stream plunges down the mountain side with a fall of, probably, one hundred and fifty feet within a mile-and-a-half, being from five to fifteen yards in width. For a distance of several rods up from its mouth, the salmon were crowding in from the muddy Fraser, now again rapidly rising, almost as thick as they could swim, and in their desperate efforts to ascend the successive falls above presented a spectacle never before witnessed by the oldest native settler. Mr. John Woodworth, who has lived here for twenty-four years, says he never heard of the like. The salmon is a fish of extraordinary strength and agility, and are said to jump and swim up perpendicular falls from ten to twenty feet in height. I stood upon the bank an hour and watched them in their desperate struggles to make the ascent of several of lesser size within sight. Of hundreds which made the attempt, only a few, comparatively, succeeded, but fell back exhausted, splashing and whirling among the boulders. Many were covered with great bruises, some had lost their eyes, a few lay dead upon the shore, others were dying, and all seemed nearly worn out. Stepping close to a pool filled with them, I easily caught two in my hands, which offered but little resistance. Before leaving, a photographer, Mr. D. R. Judkins, of New Westminster, arrived and took two views of the remarkable scene. Mr. Daniel Ashworth, wife and family were also present. Reaching Yale I told a hotel-keeper about it, estimating the salmon at thousands. "Thousands!" he exclaimed, almost with indignation, "Why, there are millions of them now running up the Fraser within a few miles of town." Getting aboard Mr. Onderdonk's construction train I rode along the river, fifteen miles to the end of track. Millions was probably not much of an exaggeration, for although the river was quite muddy, schools of salmon, numbering thousands each, could be seen from the

platform of the cars, at short intervals, the entire distance. The Indians were catching and drying them in large quantities. Standing upon the edge of perpendicular projecting ledges, they capture the largest and finest specimens, either by means of hooks or scoop-nets, dress them upon the spot and hang them up on long poles to dry in the wind and sun. When sufficiently cured they are packed in caches made from cedar shakes, and suspended for safe keeping among the branches of trees from twenty to fifty feet above the ground. It is the opinion of those familiar with the habits of the salmon, that not one in a thousand succeeds in depositing their spawn, and that if hatching places were provided upon these streams, and protected that they could scarcely be exhausted, under proper restrictions as to catching them. On the morning of the 15th I reached

Yale,

The head of navigation on the Fraser River, a town of several hundred inhabitants and buildings situated upon a narrow bench, surrounded by mountains of striking grandeur, rising precipitously thousands of feet among the clouds. In the early days of the gold discoveries in this region, Yale presented those scenes of wild dissipation and reckless extravagance only witnessed in great and rich mining camps. An old miner, who was stopped from working his claim when paying from sixteen to twenty dollars per day, because encroaching upon the city front, told me that he seldom cleaned up without finding gold pieces which had been dropped from the overflowing pockets of men intoxicated with liquor, and excitement. It was nothing uncommon in those times to spend fifty dollars in a single treat around at the bar. It is now an orderly place, supporting churches, schools, and a weekly paper, the *Inland Sentinel*, by Mr. M. Hagan—the extreme North-Western publication upon the Continent. There is still paying placer mining on the river bench opposite, though the place derives its main support from the construction of the C. P. R. R., traffic with the interior, and through travel.

The Grand Scenery of the Cascade Region.

The grandest scenery on the Western slope of the Continent is formed by the passage of its great rivers through the Cascade Range. When I looked with wonder and admiration upon the stupendous architecture of the mountains through which the Columbia has worn her way by the flow of unknown ages, I thought surely this scene can have no parallel; but ascending the Fraser River, above Yale, mountains just as rugged, lofty, and precipitous, present their rocky, furrowed sides; a stream as deep, swift, and turbulent, rushes headlong to the sea, between granite walls hundreds of feet in height, above which rise, by every form of rocky embattlement, tower and castle, and terraced slope which the imagination can conceive, the snow-covered peaks of the Cascades. Great broad, deep paths, have been worn down the mountain sides by the winter avalanches; crystal streams come bounding over their narrow rocky beds, sometimes leaping hundreds of feet, as if impatient to join the impetuous river below, enormous rocks stand out threateningly in the channel, over and around which, the waters boil and foam with an angry roar; and thus above, and below, and on every hand for more than fifty miles, extends this sublime exhibition of nature.

TRIP NUMBER TWO.

From Victoria to Barkerville, Cariboo, via New Westminster, Yale, Boston Bar, Lytton, Cook's Ferry, Ashcroft, Cache Creek, Clinton, Soda Creek, and Quesnelle. Returning through the Kamloops, Okanagan, Spallumcheen, and Nicola Country—1,682 miles.

On the 9th of September, two days after returning from Alaska, I took passage on the steamer Western Slope for New Westminster, *en route* for Cariboo. Capt. Moore, commanding, is one of the pioneers in the steamboat navigation of

the waters of British Columbia. In 1858, at the breaking out of the Fraser River gold excitement, he built and run the Blue Boat as far as Yale, clearing \$3,500 in five weeks. Four years later, during the rush to the Stickeen River, he earned, with his little boat the "Flying Dutchman," \$14,000 in seventy-five days, receiving \$100 per ton for carrying freight from Fort Wrangel to Glenora, a distance of 160 miles. Upon the discovery of the rich Omineca diggings in 1870, he placed two boats upon Stewart and Tatlah Lakes, 800 miles in the interior. His next venture was gold mining at Cassiar, where himself, and his sons John, William, and Henry, washed out \$35,000 in a little over five months. Then he built the steamers Alexandria and Western Slope for the East Coast trade. The latter, a staunch, powerful steamer of 850 tons burden, and good accommodations for thirty cabin passengers, makes bi-weekly trips between Victoria and Yale, touching at intermediate ports. At New Westminster we transferred to the Gertrude, a swift steamer, running on the Fraser between that place and Yale. Mr. Lipsett, managing agent, informs me that she will probably return to her former route on the Stickeen River, next spring. Arriving at Yale, I proceeded at once to the office of the British Columbia Express to secure a seat in the stage leaving for Cariboo, 385 miles north, the following morning. As I entered, Mr. Dodd, the obliging agent, gravely remarked to a clerical gentleman who was anxious to express a small parcel, that there was'nt room on the stage for a tooth-pick. I did not much regret the detention, for it gave me an opportunity to examine the most stupendous undertaking in railway building on the North American continent, the construction of

The Canadian Pacific Railroad

Through the Cascade range of mountains. My readers are probably more or less familiar with the history of the progress of this great iron highway across the northern portion of the continent. The necessity for such a road through the several Provinces of the Dominion for their better security and more rapid development becoming apparent, in 1871 surveying par-

ties were sent out to explore the comparatively unknown region through which, if possible, it should pass, and report upon the most favorable route. Over \$3,500,000 has been expended upon these preliminary surveys. The location of the road east of the Rocky Mountains being much the less difficult, the work of construction was commenced on the Eastern section in 1874, and 264 miles completed and in operation in 1880; but from the Rocky Mountains to the Pacific coast no less than eleven lines, aggregating upwards 10,000 miles, have been surveyed before determining the best terminal point and route thereto. Port Moody, at the head of Burrard Inlet, has finally been selected as the Mainland terminus, and the Governor-General, the Marquis of Lorne, has recently stated in a public speech at Victoria, that the road will probably cross the Rocky Mountains by the Kicking Horse Pass. In 1880 a contract and agreement was made between the Dominion of Canada and John S. Kennedy of New York, Richard B. Angus and James J. Hill of St. Paul, Minn., Morton, Rose & Co. of London, England, and John Reinach & Co. of Paris, France, forming an incorporated company, known as the Syndicate, for the construction, operation, and ownership of the Canadian Pacific Railway. By the terms of this agreement, that portion of the railway to be constructed was divided into three sections, the first extending from Callander Station, near the east end of Lake Nipissing, to a junction with the Lake Superior section then being built by the Government, was called the Eastern section; the second, extending from Selkirk, on the Red River, to Kamloops, at the Forks of the Thompson River, was called the Central section, and the third, extending from Kamloops to Port Moody at Burrard Inlet, the Western section. The company agreed to lay out, construct, and equip in running order, of a uniform gauge of 4 ft. 8½ in., the Eastern and Central sections by the first day of May, 1891. The company also agreed to pay the Government the cost, according to existing contract, for the 100 miles of road then in course of construction from the city of Winnipeg Westward. The Government agreed to complete that portion of the Western section between Kamloops and Yale by June 30th, 1885, and also between Yale and Port

Moody on or before the first day of May, 1891, and the Lake Superior section according to contract. The railway, as constructed under the terms of the agreement, becomes the property of the company, and pending the completion of the Eastern and Central sections the possession and right to work and run the several portions of the railway already constructed, or as the same shall be completed, is given by the Government to the company. Upon the completion of the Eastern and Central sections the Government agreed to convey to the company (exclusive of equipment) those portions of the railway constructed, or to be constructed by the Government, and upon completion of the remainder of the portion of railway to be constructed by the Government, to convey the same to the company, and the Canadian Pacific Railway thereafter become the absolute property of the company, which agreed to forever efficiently maintain, work, and run the same. The Government further agreed to grant the company a subsidy in money of \$25,000,000, and in land of 25,000,000 acres, to be subdivided as follows :—

MONEY SUBSIDY—CENTRAL SECTION.

1,350 miles.—1st 900 miles, at \$10,000 per mile ..	\$ 9,000,000
2nd 450 “ 13,333 “ ..	6,000,000
	<hr/>
	\$15,000,000

EASTERN SECTION.

650 miles at \$15,384 61	\$10,000,000
	<hr/>
	\$25,000,000

LAND SUBSIDY—CENTRAL SECTION.

1st 900 miles at 12,500 acres per mile	11,250,000
2nd 450 “ 16,666.67 acres “	7,500,000
	<hr/>
	18,750,000

EASTERN SECTION.

650 miles at 9,615.35 acres per mile	6,250,000
	<hr/>
	25,000,000

Upon the construction and completion of, and regular

running of trains upon any portion of the railway, such as the traffic should require, not less than twenty miles in length, the Government agreed to pay and grant to the company the subsidies applicable thereto. The Government also granted to the company the lands required for the road-bed of the railway, and for its stations, station grounds, work shops, dock ground, and water frontage, buildings, yards, etc., and other appurtenances required for its convenient and effectual construction and operation, and agreed to admit, free of duty, all steel rails, fish plates, spikes, bolts, nuts, wire, timber, and all material for bridges to be used in the original construction of the railway and of a telegraph line in connection therewith. The

Company's Land Grant.

Comprises every alternate section of 640 acres, extending back twenty-four miles deep on each side of the railway from Winnipeg to Jasper House, and where such sections (the uneven numbered) are not fairly fit for settlement on account of the prevalence of lakes and water stretches, the deficiency thereby caused to make up the 25,000,000 acres, may be selected by the company from the tract known as the fertile belt lying between parallels 49 and 37 degrees of North latitude or elsewhere, at the option of the company, of alternate sections extending back twenty-four miles deep on each side of any branch line, or line of railway by them located. The company may also, with the consent of the Government, select any lands in the North-West Territory not taken up to supply such deficiency. The company have the right, from time to time, to lay out, construct, equip, maintain, and work branch lines of railway from any point or points within the territory of the Dominion. It was further agreed by the Dominion Parliament that for the period of twenty years no railway should be constructed South of the Canadian Pacific Railway, except such line as shall run South-West or to the Westward of South-West, nor to within fifteen miles of latitude forty-nine degrees, and that all stations, and station grounds, workshops, buildings; yards, and other property, rolling stock, and appurtenances required and used for the

construction and working thereof, and the capital stock of the company shall be forever free from taxation by the Dominion, or by any Province hereafter to be established, or by any Municipal Corporation therein, and the lands of the company in the North-West Territory, until they are either sold or occupied, shall also be free from such taxation for twenty years after the grant thereof from the Crown.

The Great Work of Building the Railway Through the Cascade Mountains.

Soon after the consumation of the agreement, Mr. A. Onderdonk, an experienced railroad builder, became the managing contractor for the construction of that portion of the Western division extending from Port Moody to Savonas Ferry, a distance of two hundred and twelve miles, ably assisted by E. G. Tilton, Superintendent and Chief Engineer, John P. Bacon, Chief Commissary, Geo. F. Kyle, Assistant-Superintendent, and other gentlemen. It presented greater difficulties than have ever been overcome in railway building. The Union and Central Pacific and other lines have gone *over* the mountains by gradual ascents, but no such way of climbing the Cascades was possible, and the wonderful undertaking of running *through* them parallel with the great canyon of the Fraser, was determined upon. For nearly sixty miles from Yale to Lytton, the river has cut through this lofty range, thousands of feet below the summits. Mountain spurs of granite rock, with perpendicular faces hundreds of feet in height, project at short intervals along the entire passage. Between them are deep lateral gorges, canyons and plunging cataracts. On this sixty miles of tunnels rock work and bridges, the greater portion of Mr. Onderdonk's construction army of 7,000 men have been engaged since 1880. The loud roar of enormous discharges of giant powder has almost constantly reverberated among the mountains. Fifteen tunnels have been bored, one 1,600 feet in length, and millions of tons of rock blasted and rolled with the noise of an avalanche into the rushing boiling Fraser; workmen have been suspended by ropes hundreds of feet down the perpen-

dicular sides of the mountains to blast a foot hold; supplies have been packed in upon the backs of mules and horses, over trails where the Indians were accustomed to use ladders, and building materials landed upon the opposite bank of the river at an enormous expense, and crossed in Indian canoes. It is estimated that portions of this work have cost \$300,000 to the mile. In addition to other transportation charges, Mr. Onderdonk pays \$10 for every ton of his freight passing over the Yale-Cariboo Wagon Road, excepting for the productions of the Province.

As the work progressed the cost of transportation by such means increased until Mr. Onderdonk determined to try and run a steamer through the Grand Canyon of the Fraser to the navigable waters above to supply the advance camps. For this purpose he built the steamer Skuzzy. Then came the difficulty of finding a captain able and willing to take her through. One after another went up and looked at the little boat, then at the awful canyon, the rushing river and the swift foaming rapids, and turned back, either pronouncing the ascent impossible or refusing to undertake it. Finally Captains S. R. and David Smith, brothers, were sent for, both well known for their remarkable feats of steamboating on the upper waters of the Columbia. The former ran the steamer Shoshone 1,000 miles down the Snake River through the Blue Mountains—the only boat which ever did, or probably ever will, make the perilous passage. He also ran a steamer safely over the falls of Willamette at Oregon City. He said he could take the Skuzzy up, and provided with a crew of seventeen men, including J. W. Burse, a skilful engineer, with a steam winch and capstain and several great hawsers, began the ascent. At the end of seven days I found them just below Hell Gate, having lined safely through the roaring Black Canyon, through which the pent up waters rush like a mill-race at 20 miles an hour. Returning from my journey in the interior, I had the pleasure of congratulating the captains upon the successful accomplishment of the undertaking, and of seeing the Skuzzy start from Boston Bar with her first load of freight. Captain Smith said the hardest tug of war was at China Riffle, where, in addition to the engines, the

steam winch, and 15 men at the capstain, a force of 150 Chinamen upon a third line was required to pull her over! The captains received \$2,250 for their work. It would fill quite a volume to describe in detail even the more important portions of Mr. Onderdonk's great work. All of the immense quantities of giant powder used is manufactured on the line between Emory and Yale. Through the favor of the Superintendents—Messrs, Daniel Ashworth and B. C. Olesen—I was permitted to examine the whole of the interesting process. The acid works contained 2 vitriol chambers, made of lead, air tight, the largest 62 feet long, 22 feet wide, and 20 feet high; 24 glass condensers for holding sulphuric acid nearly as large as barrels, costing from \$30 to \$40 each; 24 great earthen jars for nitric acid, and about 200 tons of brimstone from Japan, and 60 tons of nitrate of soda from Chile. At the nitro-glycerine and giant cartridge works a force of 16 men were manufacturing the terrible explosives at the rate of 1200 lbs. a day. It requires about two hours to make the powder after the sulphuric and nitric acids and the sweet glycerine oil and the charcoal have been prepared. The cartridge cases are made from strong paper dipped in hot paraffine and wax, and are from $\frac{5}{8}$ to 1 inch in diameter—118 weighing, when filled, about 50 lbs.

The Yale-Cariboo Wagon Road,

Another great highway, runs parallel with the Canadian Pacific Railway through the Cascade Mountains on the opposite, or south side of the Fraser. It was built by the Colonial Government, in 1862, at a cost of \$300,000 to accommodate the great rush to the wonderfully rich gold fields of Cariboo, and the travel and traffic resulting therefrom. Beginning at Yale it crosses the Fraser twelve miles above, over the Alexander wire suspension bridge, a fine structure erected by Hon. Joseph W. Trutch, in 1863, at a cost of \$42,000. From thence it follows up the left bank of the river to Lytton, then along the Thompson to Cook's Ferry, which it crosses on Spence's Bridge up the Buonaparte, through the Green Timber forests, down the San Jose, through the beautiful Lake La Hache country; again along the Fraser, across the Ques

nelle then up the famous Lightning Creek into the heart of the mountains and of the richest mining camp 400 miles from Yale, 5,000 feet above the level of the sea. Over the steep mountain spurs, and across the wild canyons—62 bridges in 25 miles—along the brink of frowning precipices thousands of feet above the river, and 3,000 feet below the summits, it winds through the Cascade Range.

Slides, avalanches, and floods frequently destroy portions of it, \$39,000 having been expended for repairs upon the first 110 miles in 1882. During the great flood of last June the water rose within four feet of the Suspension Bridge, which stands 88 feet above low water mark. Mr. Black, who has charge of the first section of the road, once saw an avalanche sweep entirely across the river, above Hell Gate, onto the mountain on the opposite side. He expended, one year, \$2,500 in clearing the snow from the first twenty-five miles of the road. I walked over it by day and rode over it by night, and what, with the grandeur of the mountains and canyons, the two great highways which traverse them—only separated by the roaring river—the Indian villages and burying grounds, the old placer diggings, the tents of an army of Chinese railway laborers, the long processions of great freight wagons drawn by from twelve to sixteen cattle or mules, and hundreds of pack animals filing by, driven by Indians, carrying supplies into the interior, it was a journey of exceeding interest. At several points there were wayside inns, orchards, gardens, and meadows. Mr. H. B. Dart, of Boston Bar, and Thos. Ben-ten, of Kanaka Bar, showed me apple, pear, and plum trees bending under their burdens of handsome fruit.

Lytton.

Situated on the left bank of the Fraser, just below the mouth of the Thompson, fifty-seven miles from Yale, is the first place reached after crossing the divide, and the next largest in the interior to Barkerville. Looking at the bare, brown, rocky foothills surrounding, one wonders what can support its score of business houses, hotels, and shops, and two hundred residents. It comes from various sources, the rich Lillooet country on the river above, railway construction,

through travel and traffic, and the neighboring Indians. Mr. Seward and Thos. Earl have the most extensive and valuable improved ranches in this neighborhood, each containing fine orchards of apples, pears, cherries, plums, etc. Mr. Earl says he gathered \$100 worth of apples from one tree this season, and one apple which weighed one pound and a quarter. Here Mr. Patrick Killroy, the oldest, and most extensive resident butcher in the interior, told me that he had killed, two, five, and six-year old bunch grass fed steers, which weighed, dressed, respectively, 915, 1,336, and 1,400 pounds, and showed me the kidney of an ox weighing 69 pounds. Beyond Nacomin, near

Cook's Ferry or Spence's Bridge,

The road crosses the great mud slide, or moving mountain, which a railroad engineer said was sliding toward the river at the rate of eight feet a year. How to build a railway over this changing base, is a problem the engineers are trying to solve. I am well acquainted with Mortimer Cook, who immortalized himself, and made a fortune here, in the days when Cariboo was rolling out her fabulous wealth, by ferrying over the armies of gold hunters rushing northward. A man of remarkable energy and exceptional ability, he rode into this country poor, on a mule, and out of it in good style, a few years later, worth his thousands, added to them by successful operations in the West, invested all in California, flourished, became banker and Mayor of the most beautiful city on the Southern coast, and then, in the general financial crash of 1877, turned everything over to his creditors, like a man. The place is now quite a little village, and being situated at the entrance to the Nicola country, will always prosper. Mr. John Murray, an old time resident, owns a fine property and ranch here, upon which, in addition to excellent grains, vegetables, apples, cherries, plums, and berries, he has grown, this season, grapes, which, he says, the Marquis of Lorne pronounced equal to any raised in the Dominion. Crossing the Thompson River, on Spence's Bridge, I proceeded thirty miles to Cache Creek, past Oregon Jack's, and through

Ashcroft,

Lieutenant-Governor Cornwall's splendid estate. The mountain valleys to the Westward contain excellent summer stock ranges, and the rolling river slopes, considerable tracts of arable land, producing large crops by irrigation. The manager of the Governor's place told me that they raised 19,500 pounds of wheat from six acres, or over fifty bushels per acre, and that thirty-three bushels is their average yield. A few miles beyond, Antoine Minaberriet owns a fine ranch of 2,030 acres, with 400 improved, fourteen miles of irrigating ditches, where he has made a fortune by stock-raising. He sold \$4,000 worth of cattle last year, and has 900 now on the range. Between his place and

Cache Creek

I came near stepping on a rattlesnake, which gave the alarm just in time to enable me to jump out of reach of its poisonous fangs. Procuring a sharp stone, and approaching as near as prudent, by a lucky throw I nearly severed its venomous head. It was about three feet in length, with six rattles. They are not numerous, being seldom seen in the course of ordinary travel. Cache Creek is situated on the Buonaparte, about six miles from the Thompson River. I rode through this rich, pleasant valley, with Mr. Thaddeus Harper, who owns 25,000 acres of land, large bands of cattle and blooded horses, improved farms, gold mines, flour and saw-mills, town sites, etc. It contains about 2,500 acres of very rich soil, principally owned by Harper, Wilson, Van Volkenburgh, and Sanford. Stopping a moment, where wheat threshing was in progress, I found the berry to be exceptionally large and white. When near the Thompson River, the proposed site for the junction of the Yale-Cariboo Wagon Road with the C. P. R. R., was pointed out. Returning to Cache Creek, I rode 275 miles further North to Barkerville upon the excellent stage of the

British Columbia Express Co.

Their line running the entire length of the great Yale-Cariboo Wagon Road, first established as Bar-

nard's Express in 1860, was incorporated as the British Columbia Express Company in 1878, Mr. Frank S. Barnard, of Victoria, being its managing agent. Horses and men were used at first for its traffic over the rough and difficult mountain trails. At Boston Bar, I was told about two Indians who once sought refuge at an inn, near the Suspension Bridge, after having been covered up and roughly handled by an avalanche. As they were leaving, it was noticed that they shouldered heavily weighted sacks. Upon enquiry, it was found that they were each carrying eighty pounds of gold dust for the company, which they safely delivered to Mr. Dodd, its agent at Yale. But stages were substituted in 1865, and for eighteen years it has been one of the best equipped, and managed stage lines upon the Pacific coast. It is stocked with splendid horses raised by Hon. F. J. Barnard, M. P., the largest owner in the company, upon his extensive horse ranch in the Okanagan country. These spirited animals are frequently hitched up, wild from the range, ahead of trained ones, and though dashing away at full gallop, up and down hills for miles, over the most frightful mountain roads, are so skillfully managed by Tingley, Tait, Bates, and Moffit, careful and experienced drivers, that accidents seldom occur.

A ride of twenty-six miles in a North-westerly direction, fourteen up the valley of the Buonaparte Creek, lightly wooded with cottonwood and poplar, and containing about a thousand acres of rich arable bottoms, exclusive of meadows, and thence across Hat Creek along the shores of beautiful lakes golden bordered with the autumn foliage of the poplar and vine maple, brings us to

Clinton.

It is a pleasant village of about one hundred inhabitants, two good inns, several stores and shops, situated at the junction of the old Harrison River, Lillooet, with the Yale-Cariboo road. Within a radius of thirty miles there are summer stock ranges of considerable extent, especially in the Green Lake country and Cut-off Valley, and arable lands producing annually about 30,000 bushels of wheat and other grains.

Late and early frosts frequently cut short the root and vegetable crops, though this season's yield was most abundant. Mr. Foster, the leading merchant of this section, showed me a potato grown near town which weighed two and three-quarters lbs. From twenty-five to thirty thousand dollars' worth of gold dust is sluiced out yearly by Chinamen and Indians along the Fraser and tributary streams within sixty miles. The Big Slide quartz lode, owned by Mr. F. W. Foster, is reported immensely rich, assaying from \$40 to \$100 per ton. About \$20,000 worth of furs are purchased here annually, principally beaver. A small rapid mountain stream flows through the village into the Buonaparte. A few years ago it was stocked with trout, and so rapidly have they increased that a fellow passenger, Mr. Andrew Gray of Victoria, brought in forty splendid specimens after an absence not exceeding two hours. For fifty miles beyond Clinton, we pursued a North-easterly course over a rocky surfaced mountain divide between the Fraser and the Thompson, lightly wooded with black pine, spruce and tamarack, known as the Green Timber. Near the summit, at an elevation of 3,660 feet, we pass within sight of the Great Chasm, a remarkable rent in the mountain nearly a thousand feet in depth, perpendicular walled, with two lakelets gleaming among the pines at the bottom. At Bridge Creek there is a pleasant prairie opening of six or seven hundred acres with meadows bordering, owned by Mr. Hamilton, and used for dairying purposes. Soon we are following down the Salmon and San Jose Rivers through

The Beautiful Lake La Hache Country.

It embraces an extensive scope of excellent summer stock ranges only partly occupied. The winters are very severe but dry, and the snow fall moderate. At Lake La Hache, a charming sheet of water, scores of trout were seen jumping out their full length. A son of Mr. Archibald McKinley, a former factor of the Hudson Bay Company, who owns a large stock ranch here, said that they could be caught by the boat load. On we whirl, at a seven-mile trot, through poplar openings interspersed with small lakes, bordered by hay meadows. At the head of Williams Lake we leave two of our passen-

gers, Sister Mary Clement and companion, of the St. Joseph Mission. *En route* from Kamloops with a settler of that section, his horses took fright, threw him out, and dashed away at full run with the Sisters for over three miles at the imminent peril of their lives. With remarkable presence of mind they seized the reins, sat down on the bottom of the wagon and held on for dear life. At length, but not until the horses had began to slacken their speed from exhaustion, a horseman, who had witnessed the runaway from a distance, dashed up to the rescue. At the 150-mile House we stopped for a late supper, fresh horses, and a few hours' rest.

A fire broke out in the kitchen of the hotel just as we had got fairly stowed away in a far off corner of the second story, and sound asleep. I awoke first and arousing my bed-fellow, Mr. Gray, we jumped into our clothes double-quick and explored our way through a narrow, smoky passage down stairs. By hard work the flames were extinguished, but there was no more sleep that night. Mr. Gavin Hamilton, for a long time an agent of the Hudson Bay Company at their extreme North-western posts, owns in company with Mr. Griffin, besides the hotel, a large ranch, a store, flour mill &c. They estimate that 500,000 lbs of grain are raised in the neighborhood. A trail leads sixty miles North-east to the Forks of Quesnelle and from thence to the neighbouring mining camps.

A rapid ride of 28 miles the following morning brought us to

Soda Creek,

A small town situated on the left bank of the Fraser at the mouth of the creek of that name. Mr. Robert McLeese, M. P.P., and Mr. P. C. Dunlevy, are the principal traders. The latter presented me with a potato grown near Mud Lake, which weighed three pounds nine ounces. Here we made connection with the steamer Victoria, owned by Mr. McLeese, which during the Summer months runs to Quesnelle, about sixty miles above, at present the extreme North-western steamboating upon the Continent. Capt. Lane, commanding, is a grandson of Gen. Jo. Lane, of Oregon, and well-known in connection with daring steamboat exploits. The naviga-

ble stretch of the Fraser abounds in subjects of interest. Numerous parties of Chinamen were seen placer mining on the bars and benches. Twenty miles out we pass Alexandria, an old Fort of the Hudson Bay Company, but now abandoned, and a few miles beyond, the well-known Australian and Bohanan Ranches, the most extensive grain farms in Northern British Columbia, raising upwards of 400,000 pounds of wheat and oats yearly, and considerable quantities of apples, plums and other fruits. Away to the Westward over the terraced pine and poplar wooded bluffs lies the

Chilcotin Country

Which embraces several hundred thousand acres of rolling prairie, undulating, lightly timbered forest plateaus, as yet unoccupied except by a few Indians, and by bands of cattle in Summer. Steaming slowly up the rapid stream, past Castle Rock, Cottonwood Canyon and the Pyramids, at five o'clock, P. M., the 22nd, we arrive at

Quesnelle.

The town is very pleasantly situated on the left bank of the Fraser, at the mouth of the Quesnelle, and contains about fifty white inhabitants, fifty buildings, two hotels, several stores, shops, &c. The Hudson Bay Co., J. R. Skinner, J. C. F., and the firm of Reed & Hudson, carry large stocks of merchandise and do an extensive trade. The Occidental Hotel, Mr. John McLean, proprietor, is one of the best in the upper country. Here we resume our journey by stage, and before daylight, the 23rd, are on the home stretch for

The Gold Fields of Cariboo.

Twenty-two years ago the advance of the bold and hardy prospectors, following up the rich diggings of the lower Fraser, penetrated as far north as the Forks of the Quesnelle, Here Keithley struck it rich upon the creek of that name, and then followed in rapid succession those remarkable discoveries which have made Cariboo so famous in the history of gold mining. Antler Creek in 1860 and Williams, Lightning,

Lowhee, Grouse, Mosquito, Sugar, Harvey, Cunningham, Nelson, Burns, and Jack of Clubs, in 1861, and then Stouts Conklings, McColloms, Beigs, Stevensons, Chisholm, Van-Winkle, Last Chance and Davis Gulches in 1862, poured out their long hidden treasures by the million. The reports of their wonderful wealth spread like wild fire, and miners rushed in by the thousands from all parts of the world. Victoria was like the encampment of an army of 20,000 men, and Yale of 5,000 more. At that time the whole of this immense interior region was an almost unknown wilderness, without roads, and untrodden except by the native Indian tribes and the yearly pack trains of the Hudson Bay Company. Over the 400 miles from Yale to Cariboo, over the steep and perilous Cascades flocked the great eager throng, thousands on foot, packing their blankets and provisions, fording rivers, wading deep snows, sleeping on the ground, enduring untold hardships by cold and heat, hunger and fatigue, to reach the shining goal.

The rugged mountains of Cariboo became a beehive of miners exploring its rivers and creeks. Never were gold-seekers more liberally rewarded. Gold was found in unprecedented quantities. Three hundred and forty ounces were taken out by drifting from one set about eight feet by three and a-half feet square in the Sawmill claim, originally taken up by Hon. R. Beaven, the present Premier of the Province, and his associates, Messrs. R. J. Kennedy and Silas James, and a big, broad-shouldered German named Diller cleaned up one night with 102 lbs. gold as the result of his day's work! The aggregate yield of these wonderful deposits can never be known. Men who reached the diggings penniless, hungry and ragged, left them again in a short time with a mule load of gold dust. For several years from 1861 to 1876, their annual product is estimated to have ranged from two to five million dollars, maintaining since 1872 a yearly average of about one and a half million. But of the millions realized immense sums were absorbed by the enormous expense of living and conducting mining operations. The costs of transportation alone were so great that strong men earned from \$25 and upwards a day packing in supplies upon their backs.

Provisions sold at almost incredible prices; flour from \$1.50 to \$2 per lb., meats from \$1 to \$1.50, and salt, \$1 per lb. I have met an editor, Mr. Holloway, who published a paper in Barkerville in those days, who received \$1 per copy for a five-column sheet. The postage on a letter from Victoria to the mines was \$1. Building materials were correspondingly high, lumber, \$250 per thousand, nails, \$1 per lb., &c.

As in all great mining camps comparatively few carried their riches away with them. Hundreds made their tens of thousands, and sank them again in unsuccessful efforts to find a real bonanza. Others, bewildered by their suddenly acquired wealth, spent it as freely as if they were in possession of the philosopher's stone which converts everything it touches into gold. I have heard of such a miner who went into a public house in Victoria, and without provocation, out of a spirit of reckless extravagance, merely to show his contempt for money, dashed a handful of twenty dollar gold pieces through a costly mirror and then coolly piled them up before the astonished landlord and walked away. Crossing the Cottonwood and ascending the mountains along Lightning Creek, through the villages of Stanley and Richfield, by ten o'clock we were rattling down the famous Williams Creek into

Barkerville.

It is one of the most interesting collections of human habitations ever piled together by the accidents of flood and the fortunes and misfortunes of a great mining camp. Built in the narrow bed of Williams Creek it has been so frequently submerged by the tailings swept down from the hydraulic mines above, that it now stands upon cribs of logs from fifteen to twenty feet above the original foundation. When the floods break loose, the inhabitants man their jackscrews and raise their respective buildings, each according to his views of the impending danger. As a result the sidewalks of the town are a succession of up and down stairs from one end to the other, with occasional cross walks elevated like suspension bridges. Perfect vigilance and sobriety is required to navigate these streets in broad daylight, which may in some measure account for the temperance habits of the people.

From Cache Creek to Kamloops and through the North and South Thompson, Okanagan, Spallumcheen and Nicola Country.

Returning to Cache Creek, Leighton's stage which makes weekly trips to the head of Okanagan Lake via Savona's Ferry and Kamloops, had left the day previous. I therefore started out on foot six miles up the Cache Creek, Valley, previously discribed, and then along the right bank of the Thompson, 18 miles further to

Savona's Ferry

At the foot of Kamloops Lake. This portion of the Valley of the Thompson is about 4 miles in width from foothill to foothill, and consists mainly of rolling grazing lands. Bands of cattle and horses were seen feeding in all directions, though most of the stock ranges in the mountain valleys from spring until the beginning of winter. Harper, Graves, Willson, Stewart, Sanford, Hoar, Uren, Barnes, Pinney, Goten, Craig and Semlin, are the principal stock raisers and farmers in this section. Calling at the first house reached in the village at the ferry, I found it to be the pleasant home of Mr. James Leighton, post master, telegraph operator and proprietor of the Kamloops stage line. His father-in-law, Mr. Uren, keeps a good hotel close by, and is also the owner of a 370-acre ranch, 500 head of cattle and fifty horses. He showed me fine specimens of pumpkins, vegetables and fruits grown on his farm and in the neighborhood. Mr. John Jane has a store here, Mr. James Uren a blacksmith shop and James Newland the ferry. At Savona's Ferry is the beginning of 140 miles of steamboat navigation upon the Thompson and through a succession of lakes, the Kamloops, Little Shuswap and Shuswap Lakes, extending to Spallumcheen—25 miles from the mouth of the river of that name and within $19\frac{3}{4}$ miles of the head of Lake Okanagan. Three steamers, the Peerless, Capt. Tackabery, The Lady Dufferin and Spallumcheen, are running upon these waters during about 7 months of the year, from April to

November, whenever the traffic requires. All of them were up the country and the time of their return being quite uncertain, on the 28th I walked thirty miles further to Kamloops. The wagon road, a good one, follows the south shore of Kamloops Lake for a short distance and then turns away through a rolling mountainous country, lightly timbered with pine along the summits, with bunch grass on the foothills, and wormwood upon the lower slopes. There are occasional small lakes, some of them strongly impregnated with alkali. There are but three or four ranches on this road—Roper's, of a thousand acres being the most extensive. He has about a thousand head of cattle, and an orchard of apples, pears, plums, cherries, &c., which has produced 12,000 pounds of fruit this season. Indian corn reaches maturity here, and melons and tomatoes are grown without difficulty.

Kamloops

Situated at the forks of the North and South Thompson is one of the most important places in the east Cascade region. It commands the trade of a considerable portion of the richest grazing and agricultural sections of the Province, the Nicola, Kamloops, Spallumcheen and Okanagan country. The Kamloops district, which lies between the Gold Range of mountains on the east and Savona's Ferry on the west, the north end of Shuswap Lake on the north and Okanagan Lake on the south, contained, by the returns of 1881, 8,136 horned cattle, 1,108 horses, and 2,000 sheep. About 3,000 acres of land were under cultivation, the average yield per acre being as follows:—Wheat, 1,300 lbs., barley, 1,800 lbs., oats, 1,500 lbs., peas 2,000, potatoes 1,800, turnips 18,000 and hay 2,000 lbs. The largest stock raisers and farmers are J. B. Graves, Thaddeus Harper, Bennett & Lumby, Victor Guillaume, W. J. Roper, Duck & Pringle, Wm. Jones, Hugh Morton, John Peterson, L. Campbell, Thomas Sullivan, Thomas Roper, Ed. Roberts, Wm. Fortune, W. J. Howe, A. J. Kirkpatrick, Peter Frazer, James Steele, Herman Wichers, Alexander Fortune, Mathew Hutchison, George Lynn and John Edwards. Kamloops was first occupied by the Hudson Bay Company, their old fort still standing on the right

bank of the river opposite. In those days the Indian tribes were frequently at war with each other, and the servants of the company had to keep a sharp look out for their scalps. Rosana Shubert, daughter of Augustus and Rosana Shubert, who crossed the mountains from Winnipeg in 1862, was the first white child born in the place. The town now contains about 40 white residents, exclusive of Indians, a good hotel by Thos. Spellman, two general stores, the Hudson Bay House, by J. Tait, and J. A. Mara's, M.P.P., (formerly Mara & Wilson's), a blacksmith shop by A. McKinnon, a wagon shop and harness maker. The flour and saw mill of the Shuswap Milling Company is located here, James McIntosh, manager. It has a capacity for fifty barrels of flour daily and manufactures the various grades of rough and dressed lumber. I am indebted to Mr. Tunstall, Government Agent at Kamloops for much valuable information concerning that section.

A Ride from Kamloops through the North Thompson Settlement.

The Thompson River, the principal tributary of the Fraser, forks at Kamloops, the north branch heading near latitude 53 between the Canoe River and the north fork of the Quesnelle. It is navigable for light draught steamers to PeaVine, a distance of about 125 miles from Kamloops. One of the most favored routes of the Canadian Pacific Railroad follows up this stream by an easy grade crossing the Rocky Mountains through the Yellow Head or Leather Pass. It flows between mountains from three thousand to six thousand feet in height, generally sparsely wooded with fir, pine and cedar, though containing excellent bunch grass ranges of considerable extent. The rolling foot hills are also covered with bunch grass and sage, a fine quality known here as wormwood prevailing on the lower slopes and benches. Cottonwood, alder and birch grows along the immediate river banks. The valley is from one to two-and-a-half miles in width, and though specially adapted for grazing purposes contains several thousand acres of rich farming lands. The soil is variable—gravely upon the the benches, with a fine deep

alluvial on the bottom. The Kamloops Indian reservation of about 23,000 acres at the Forks of the Thompson comprises about 2,500 acres of its best arable lands. The valley has been occupied by the whites since 1865 and contains at present ten settlers—McIvors, Edwards, Sullivan and Kanouff, on the left bank and Petch, McQueen, Gordon, McAuly and Jameson, on the right bank. They are engaged principally in raising cattle, horses and hogs, their aggregate stock amounting to about 1,100 head. Sullivan and Edwards have between four and five hundred head each. Mr. Edwards farms upwards of 200 acres of rich bottom land. His wheat yields on an average twenty-five bushels per acre. There is room for a few more settlers in this valley. Mr. Sullivan says there are good cattle ranges in the mountain valleys as yet almost untouched. The stock-supporting capacity of this region must, however, be based upon the extent of the winter feed. This is greater than I had supposed, and sufficient by the cultivation of tame grasses in the meadows to carry a large number of cattle through the severest winters. On the 30th of September, furnished with a good horse by Mr. Tait of the Hudson Bay Company, I rode rapidly over a pretty good trail to Jameson's ranch, 17 miles from Kamloops on the right bank. Mr. Jameson kindly ferried me over the river here which is three hundred yards in width, my horse swimming behind the boat. I was hospitably entertained for the night at Sullivan's, returning to the forks the following morning, crossing the South Thompson upon an Indian flat boat. Since writing the foregoing I have been informed that gold has been found in McAuley's, Jameson's and Lewis' creeks, and a four-foot vein of lignite coal upon the North Thompson Indian Reservation, 70 miles from Kamloops.

From Kamloops to Tranquille.

On the 3rd of October I crossed the Thompson River opposite the Hudson Bay Co.'s store, and rode eight miles westward along the north shore of Kamloops to Tranquille. Low lands and green meadows from one to one-and-a-half miles in width, producing thousands of tons of hay extend

the whole distance on the left. These were alive with ducks and wild geese. A low range of mountains sparsely wooded with pine upon the summits, with gradually sloping foothills stretch away on the right. There is a band of over 200 native horses living in these mountains belonging to the Hudson Bay Co., said to be wilder than deer. They fly like the wind upon the approach of horsemen, but are sometimes captured by parties of Indians mounted upon their fleetest horses, and also in the winter upon snow-shoes, when the snows are deep. Tranquille is the home of Wm. Fortune and his excellent wife, the former crossing the Rocky Mountains in 1862 and settling here fourteen years ago. Together they have acquired a magnificent property, consisting of a splendid ranch of 400 acres (stocked with 250 head of cattle, 100 horses, 100 hogs and a choice band of sheep) a gristmill grinding eighty sacks of excellent flour a day, and a steamboat, *The Lady Dufferin*. The Tranquille River flows through the place affording an excellent water power, and abundant water for irrigation. Mr. Fortune's garden is one of the best I have seen in the Province, growing in great abundance and perfection a long list of fruits, berries and vegetables, including melons and tomatoes. Learning that there was placer

Gold Diggings in the Tranquille

Accompanied by Mr. Fortune I went three or four miles up the stream, and was much surprised at their extent and production. From twenty to forty Chinamen have mined here for several years and are evidently doing very well. The first one whom we asked to show us some gold, brought out several packages containing an ounce or more in each. They build log cabins, cultivate gardens, raise chickens and live here the year round on the best the country affords. An oven was shown me made of rocks and mud, where they occasionally roast a whole hog, usually on their national holidays. Mr. Fortune says that they frequently go home to China and bring back their relatives with them. Returning, Mrs. Fortune spread an excellent lunch of home productions, —meat, bread, butter, jams, jellies, tarts, fruits, etc. On the wall of the sitting room I noticed a first premium diploma

awarded Mr. Fortune by the North and South Saanich Annual Exhibition of 1879 for flour of his manufacture. John Johnson an employee of the Hudson Bay Co., who has been in British Columbia for thirty years, took charge of my horse at the Forks and paddled me across to Kamloops in a dug-out. He remembers but four severe winters during his long residence in the Province.

The Okanagan Spallumcheen Country.

From Kamloops to Okanagan Mission, via Duck & Pringle's Grand Prairie, and Okanagan; returning through the Spallumcheen, Salmon River, Round and Pleasant Valleys.

On the 4th of October I resumed my journey through the south-eastern portion of the Province. For eighteen miles to Duck & Pringle's ranch we followed up the South Thompson, passing through a fine pastoral and wheat growing country. The valley proper is from one to one-and-a-half miles in width, flanked by mountains, with gradually receding foothills covered with bunch grass. From thence we rode eighteen miles south-eastward, over smooth, rolling mountains from 1,550 to 2,600 feet in height, to

Grand Prairie.

These mountains are thinly wooded with fir and pine, and interspersed with lakes, bordered by meadows and marshes. Grand Prairie is a rich and pleasant opening, about four miles long, and two miles wide, occupied by four settlers, Kirkpatrick, J. Pringle, Jones, and the Ingram heirs. There is room in the light pine lands bordering it, for a dozen more families. Proceeding early on the morning of the 5th, we soon crossed, and then followed down, the Salmon River for upwards of

twenty miles, through a rolling, pine timbered section. This stream then flows North into Shuswap Lake, its lower valley containing several thousand acres of open, fertile farming land. Continuing south-easterly, ten miles brings us to O'Keefe's and Greenhow's ranches, at the head of Okanagan Lake. They came here fourteen years ago with limited means, and are now the owners, each, of 2,000-acre ranches, and seven or eight hundred head of cattle, worth twenty-five or thirty thousand dollars. We are now in the

Okanagan Country,

Which, together with the near lying valleys of Spallumcheen and Salmon River, embraces the largest scope of pastoral and arable lands in one body, in south-eastern British Columbia. Okanagan Lake, the source of the Okanagan River, a tributary of the Columbia, is about eighty miles in length, and from two to three miles in width.

A survey has just been completed for a canal connecting the lake with the navigable waters of the Spallumcheen, only about twenty miles from its head. Its construction would extend steamboat navigation to within thirty miles of the Boundary Line or 49th parallel, and greatly promote the rapid settlement and developement of naturally the richest part of the interior of the Province. Reaching O'Keef's at noon and lunching hastily, I walked four miles, and then mounting a powerful horse, galloped thirty-eight miles South on the East side of Okanagan Lake and took supper at seven o'clock with Eli Lequime at

The Okanagan Mission.

I rode through the most magnificent pastoral and farming region I have seen since visiting the Walla Walla Valley of Washington. On the right a low range of mountains about four miles in width reaching to the Eastern shore of the Lake extends most of the way.

They are covered with bunch grass from foot-hill to summit, and though lightly pine timbered afford excellent summer grazing. Immediately on the left lie a chain of beautiful

lakes, extending Southward over twenty miles. First Swan Lake, surrounded by extensive meadows, and splendid wheat lands with a grand stretch of rolling foot-hill grazing lands, lying to the South-eastward. Over this section under charge of Mr. Vance range the six hundred horses of Hon. F. J. Barnard, M. P., the most extensive breeder of fine horses in the Province. Here are also the ranches of Lawson, Andrew, and Lyons. Next comes Long Lake, eight or ten miles in length, and about a mile in width with a large scope of good grazing country surrounding its Northern shores. To the East lies the Cherry Creek settlement, the home of Hon. G. Forbes Vernon, and Girouard, Deloir, Ellison, Walker, Keefer, Duer, P. Bissett, Louis Christian and Williams. A narrow strip of land known as the Railway separates Long Lake from Wood Lake. Tom Wood has a ranch and six hundred head of cattle on its South side.

Now we reach the head of the Mission or

Okanagan Valley,

Which is about fifteen miles long, and from three to four miles in width. It was first occupied by Peter Lequime and wife, who came into the valley almost dead broke from Rock Creek, twenty-two years ago, and are now the owners of a thousand-acre ranch, 1000 head of cattle, a store, good houses, and barns and thousands of cash besides. The soil is a rich sedimentary deposit growing enormous crops of cereals and roots. Mr. Lequime says his wheat averages from twenty-five to thirty bushels per acre. He showed me a potato which turned the scale at four pounds. Fruit, melons and tomatoes grow finely, and Indian corn usually reaches maturity. The climate is healthy, water good, and fuel abundant. The lakes abound with fish, wild geese and duck. There are about twenty white settlers in the valley, engaged principally in stock raising, though farming several hundred acres. First below Woods' is the Postill Ranch of 800 acres, beautifully situated upon Postill Lake. They have 400 head of cattle, 100 horses and cultivate 150 acres. Their neighbor, Fulton, was digging potatoes, which he estimated would yield over 500 bushels to the acre. He had farmed in the East and in California,

and never saw such a crop. Then follow the ranches of Jones, Whelan, Fulton, McGinnis, Simpson, Lacerte, Bucherie, Brant, Moore, Simpson, Ortolan, Jos. Christian, Eli Lequime, McDougal and Hayward, in the order named. Two settlers, Fronson and Brewer, live in Priest Valley and three white men, Major Squires, Copp and Hermann, are gold mining on Mission Creek, about seven miles above the Mission. There are about 4,000 head of cattle in the Okanagan Valley, and 6,000 in the seventy miles of country between the Mission and the Boundary Line. The Government wagon road terminates at Lequime's, from whence pack trails lead over the mountains to the Custom House, and 160 miles to Hope on the Fraser River. On the morning of the 6th, I rode forty-two miles to O'Keef's, horseback, then five miles by wagon, when a walk of seven miles brought me to Bennett & Lumby's ranch, in the

Spallumcheen Valley,

The choicest body of farming lands in this whole region. The Spallumcheen or Shuswap River rises in the Gold Range of mountains, and flows into Shuswap Lake, and from thence into the South Thompson. It is navigable for steamboats to Fortune's Ranch, about 25 miles from its mouth. Undulating lightly timbered pine lands, several miles in width, extend nearly the whole distance. There are occasional small openings, the largest, occupied by Mr. Dunbar, containing upwards of three hundred acres. He is the only settler upon this large tract, which will furnish farms for at least one hundred families. The soil is a deep clay loam, and the rainfall sufficient to secure good crops without irrigation. But the most beautiful portion of the Valley of the Spallumcheen does not lie along the river, but beginning at Spallumcheen Landing extends south for fifteen miles, with an average width of $2\frac{1}{2}$ miles. It contains about 3,000 acres of level prairie opening, exclusive of Pleasant Valley and Round Prairie, comprised within the same valley but separated by narrow belts of pine. The soil is a deep clayey loam, producing on an average one ton of wheat per acre and abundant crops of all the cereals and roots grown in this latitude, and without

irrigation. The climate is salubrious, water good, winters of moderate severity, the snow fall usually about two feet in depth. Mr. A. L. Fortune and Mark Wallis, its first settlers, in 1866 took possession of the fine farm of 320 acres now owned by the former. He cultivates 200 acres, and has 200 head of cattle, thirty horses, &c. There are about 1,500 acres improved in the valley, Herman Wichers, E. M. Furstenau, Frank Young, G. J. Wallace, A. Shubert, H. Swanson, W. Murray, D. Graham, J. W. Powell, and the Lambly brothers being its other occupants. Upon the

Bennett & Lumby Farm,

Owned by Messrs. Preston Bennett & Moses Lumby, are carried on the most extensive farming operations in this part of the Province. Their ranch comprises 1,300 acres, beautifully situated in the heart of the valley between pine wooded mountains on the East and a low range of hills on the West. Over 400 acres is arable land,—a splendid level tract all in one body, well fenced and nearly all under cultivation. There is also a fine meadow of 100 acres adjoining, which produces from three to four tons of hay to the acre. A belt of young pine and poplar extends along the eastern borders at the base of the mountains. Through it flows a living stream of good water, upon which, in a pleasant grove of pine, are their comfortable and commodious farm houses and barns. They have raised about 320 tons of wheat this season, the average yield being over one ton to the acre. The most improved agricultural implements are used, Osborne's harvester, two gang-plows, one sulky plow, seed drills, &c.

The Spallumcheen and Okanagan Canal will run the whole length of the ranch without touching the arable portion, and afford extraordinary facilities for the shipment of its produce. It is, however, only three miles from the Spallumcheen Landing, where steamboats run during six or seven months of the year. Mr. Lumby, an exceptionally well informed and cultured gentleman, resides on the place and gives it his personal supervision, assisted by Mr. Matthew Hutchinson. Here I had the pleasure of meeting Mr. Bowman, who is engaged in a geological survey of this region. He is

accompanied by Mr. G. Brown, an artist from San Francisco, who is making very fine sketches in oil of its incomparable scenery. Mr. Brown is the pioneer in the line of oil sketches in the Province, and his work merits the liberal patronage of the people.

A Ride Through the Salmon River Valley, Okanagan Indian Reservation, and Round Prairie. An Interview with His Excellency the Governor-General, the Marquis of Lorne.

The Salmon River, rising in the mountains South-east of Kamloops, in its lower course runs parallel with and about ten miles from the Shuswap River, emptying into the Lake of that name. It embraces from three to four thousand acres of prairie and rolling foot-hills, and a much larger body of open pine land easily cleared for farming purposes. The soil is a deep dark sandy loam, producing large crops without irrigation. It is occupied by the Steele Brothers, (James, Thomas, and W. B.) Matthew Hutchinson, Geo. Lynn, Donald Matthews, A. C. Wilkie, and Thomas James, 320 acres each. They cultivate altogether about 400 acres, and raise a few cattle, horses and hogs. Mr. James Steele has the best improved farm in the valley, and twenty-eight thorough-bred shorthorns.

Mr. A. Postill is building a saw-mill on Deep Creek, where there is a considerable body of good pine timber. Galloping through it on the morning of October 9th, I overtook Wm. Richardson who was blazing the trees from his ranch to the main road. He thought it was the best country in the world for a poor man. Landing at Burrard Inlet four years ago with one dollar and a half, he had since earned by his own labor one farm of 160 acres, partly paid for 320 acres more, has a small band of horses, and is entirely out of debt. A little further on my horse suddenly sprang forward, and a small shepherd dog ran by at full speed. Looking back ex-

pecting that his owner was following, great was my surprise to see a coyote wolf in full pursuit. He stopped when about three rods off, sat down on his haunches, as if knowing that I was unarmed and perfectly harmless. When I advanced he retreated deliberately, sitting down again when in climbing a very steep hill I halted to dismount. Reaching the summit I gave chase at full speed, but the cunning animal by choosing the roughest ground, escaped. I have seen a shepherd dog and wolf in company once before standing together upon the banks of the Rio Grande in Mexico. Riding on 14 miles to the head of the valley and turning Eastward, I followed a good trail seven miles across the Okanagan Indian reservation, a rich bunch grass range capable of supporting 500 or 600 head of cattle, but unoccupied except by a few Indian ponies. Descending the foot-hills toward Lake Okanagan,

The Governor-General, the Marquis of Lorne,

And party, ex-Lieut.-Governor Trutch and Col. DeWinton, were seen shooting in the distance. The Marquis is very popular with the people who came flocking in from the remotest settlements to see him. To use their own language the Marquis is not in the least "stuck up," but chats as freely with the poor as with the rich and titled. One of the settlers told me, with great satisfaction, that he had a talk with the Marquis without knowing who he was, and when he asked him his name the Governor replied simply "Lorne." His Excellency expressed himself to me as highly pleased with what he had seen in the Province, and seemed to take a deep interest in its further development and prosperity. Mr. Campbell of the Governor-General's staff, who accompanied the Earl of Dufferin on his visit to the Province, was busy taking notes upon the resources of the country. He thinks the scenery of British Columbia is the grandest and most beautiful he has ever seen. I returned through Round Prairie, a very beautiful opening of 500 acres, between the Salmon River and Spallumcheen Valleys. Messrs. Jones, Kirkpatrick, Prindle, Clementson and Shubert, have secured this choice location.

*From the Spallumcheen Valley to Messrs. Barnard and Vernon's
Ranches, via Pleasant Valley.*

From Messrs. Bennett and Lumby's farm to Mr. Vernon's is about twenty-five miles. *En route* I passed through Pleasant Valley a fine level prairie opening of 800 or 900 acres, lying a mile and a half to the Eastward of the main road. In reaching it by a short cut across a swamp my horse suddenly sank belly deep, when, dismounting, we both floundered out covered with mud and water. I found the settlers, Clinton & Murray, Edward Thorne, Herman Wichers, Donald Graham and the Croziers in the midst of threshing. Mr. Murray gave me the yearly product of his cereals for a term of six years, which shows an average yield of twenty-eight bushels per acre. Being quite wet, to avoid taking cold, I left my horse at O'Keef's, and proceeded from thence on foot. Four miles Southeast of the head of Lake Okanagan, I took a trail leading along the East side of Swan Lake. At least

A Thousand Wild Geese

Were standing together upon the shore. Two or three miles beyond, darkness overtook me, and after two hours' unsuccessful search among the foot-hills for Vance's, wet to my waist, I found shelter in the cabin of a neighboring settler. It contained a single room already occupied by two white men, two Indian women and their babes. But in the smallest house in this country, as in a stage-coach or street-car, there is always room for one more, and after ringing and drying out for an hour before a roaring fire I laid down upon a mattress on the floor until daylight. Early in the morning I reached

Hon. F. J. Barnard's Horse Ranch.

And saw upwards of 400 of his 700 horses now on the range. Sired by Belmont, Morgan, and Norman, stallions, they are the finest animals I have seen in the Province. Mr. Vance, for 14 years manager of the ranch, says that they subsist throughout the year upon the native grasses and have suffered

from cold and scarcity of feed only one winter during that period. In view of the early completion of the Canadian Pacific Railway along over 100 miles of the route of the British Columbia Express service for which they have been raised, a portion of them will probably be sold the ensuing year. Five miles further over a rich rolling country, comprising several thousand acres of excellent wheat land, brought me to Hon. G. Forbes Vernon's Ranch. It contains 2,500 acres, beautifully situated, between the mountains upon Coldstream, which flows into Long Lake. Near here two coyotes came leisurely down from the foot-hills and circling round me within a short distance, returned up the mountains. They are quite numerous, and catch large numbers of small pigs and occasionally a young calf.

From Spallumcheen to Kamloops by Steamer, through the Little and Big Shuswap Lakes and down the South Thompson.

From the present head of navigation on the Spallumcheen River to Kamloops is about 125 miles. As previously stated, the building of a canal twenty miles in length from Spallumcheen to the head of Lake Okanagan would extend navigation over eighty miles further through the heart of the richest portion of the interior of the Province. The surface and soil of the country through which it would pass is very favourable for its cheap construction. On the 16th of October, having exhausted the time at my disposal for examining the Okanagan and Spallumcheen country, I took the steamer Spallumcheen for Kamloops. The smallest of the three running upon the upper waters, she is not of oceanic dimensions and being built exclusively for carrying freight, her passenger accommodations are very limited. But her deficiencies in this respect were the source of amusement rather than discomfort. Capt. Meananteu, who was also engineer, mate and pilot, kindly shared his bunk with me, and when duties on

deck called away the Indian boy cook and interfered with the regular service of meals, I officiated as assistant, and so we got along splendidly.

For two days we slowly steamed through a magnificent stretch of lakes and rivers, amidst scenery of exceeding grandeur and beauty. For a distance of twenty-five miles down the Spallumcheen, both banks are lightly wooded with fir, cedar, white pine, poplar and birch. Hazel bushes and highbush cranberries are seen growing near the river.

The valley is from one to three and a half miles in width, surface generally level, soil a rich clay loam and alluvial, and will afford homes for more than 100 families. Some portions will require dyking to the height of about three feet for protection against overflow. Should the Canadian Pacific Railway adopt the South Thompson and Kicking Horse Pass route these lands will soon become quite valuable. When about half way down the Spallumcheen

A Deer was seen Swimming across ahead of us.

Giving chase, the frightened animal instead of turning back to the shore and escaping, plunged on directly in our course, until standing on the bow of the boat, armed with a long pole, I was able to strike it a fatal blow on the head. Our two Indian helpers sprang into a canoe, seized and threw it on deck, an acceptable addition to our larder.

Swan, wild geese, and duck were seen at almost every turn, but there were no firearms, not even a pistol on board. We tied up for the night on the shore of the Lake, opposite a logging camp. The best timber found in this part of the Province grows upon the borders of these lakes and of the streams flowing into them. A party of Indians were catching fish by torch light near us. Salmon and trout were so numerous that I could count them by the dozens from the boat as we advanced in the morning. Reaching the Thompson River, the mountains recede more gradually, the bare rolling foot-hills affording considerable grazing, and occasional benches of arable lands, chiefly occupied by Indians.

From Kamloops to Cook's Ferry, through the Nicola Country.

The Nicola River, a tributary of the Thompson, is the principal stream draining the mountainous region lying between the latter, and Lake Okanagan on the East. The valley is narrow, and disappointing for the first twenty miles, but then spreads out over the rolling foot-hills and mountains, embracing one of the finest bodies of grazing country in the Province. It contains a population of about six hundred, four hundred of which are Indians, the former being engaged chiefly in stock-raising, owning at present about 8,500 cattle, 1,500 horses, and 1,200 sheep. The climate and soil are also well adapted to the growth of grain and root crops, upwards of a thousand acres being under cultivation by irrigation. A fair wagon road trail extends all the way from Kamloops to Cook's Ferry, the distance being a little over one hundred miles. With the exception of John Gilmore's express, which runs up the valley about half way from the Ferry with H.M.'s mails, it is not traversed by any regular conveyance. Starting out early on the morning of October 18th, for nearly twenty miles I gradually ascended the summit of the Thompson-Nicola divide through rich, rolling bunch grass ranges, occupied by Messrs. McConnell, McLeod, Jones, Newman, and others. Then descending Lake River, the head waters of the Nicola, through Fraser's and Scott's ranches, I stopped a few moments at Mr. William Palmer's dairy farm. He milks thirty-five cows, churns by water-power, and makes an excellent quality of butter and very good cheese, the former selling readily for 40 and the latter at 20 cts. per pound.

From thence I took a trail several miles over a spur of the mountain, leaving the fine ranches of the Moore Brothers on the right. Soon I reach the head of Nicola Lake, a beautiful body of water extending down the valley for fourteen miles, with an average width of about one mile. The little village of Quilchanna, consisting of Joseph Blackbourne's Hotel, Edward O'Rourke's store, Richard O'Rourke's blacksmith shop, and P. L. Anderson's store, is situated on the East side. A. VanVolkenburgh owns a splendid 2,000-acre ranch here, stocked with 900 head of cattle, and Blackbourne, John Ham-

ilton, George C. Bent, John Gilmore, Samuel Wasley, Byron Earnshaw, and Patrick Killroy, other excellent ranges in this neighborhood.

The Douglas Lake country, lying to the Eastward, contains a considerable extent of choice pastoral lands, owned by C. M. Beak, Hugh Murray, L. Guichon, T. Richardson, McRae Brothers and others. It is said that one of its most prosperous stock-raisers recently wedded a lady from the Golden State, and started with her for his ranch. The fair bride had been led either by the overdrawn statements of her anxious lover, or the natural fancies of a youthful, inexperienced maiden, to expect to be ushered into a mansion house becoming the possessor of such large bands of fat cattle and wide areas of rich pasturage. Now it is well known that some of these cattle Lords dwell in habitations which would not be considered first class for any purpose, — single room, dirt floor, dirt roof, one window, low, small, dirty log cabins, where, in the dim light of a tallow candle, they make their slap-jacks, as I have seen them, on the top of a dirty stove. The happy couple, after a splendid ride through the beautiful country, halt before a rough pile of logs, having the appearance of a stable. "What is this?" the bride asked. "This is my home—*our* home," replied the bridegroom. "Home! Home!! You—you cruel deceiver, you call that miserable hovel *our* home? It may do for *your* home, but it will never be *mine*," she exclaimed with dramatic emphasis, and in spite of all entreaties, left him then and there and returned to the Sunny South. Nine miles further down the now narrowing valley brings me to

Nicola,

Its principal town. It is pleasantly situated near the foot of the lake and comprises a neat little church and school-house, Pettit & Co.'s store, George Fenson's flour and saw-mill, and several private residences. Leaving Nicola, the valley broadens again for several miles, stretching away across the river bottoms and over the Westward slopes of the mountains. John Clapperton, A. D. G. Armitage, Paul Gillie, Edwin Dalley, John Chartres, Wm. Chartres, Wm. Voght and

Alexander Coutlie are the principal settlers of this section. The latter has one of the best places in the interior. From thence the valley rapidly narrows, and below the Woodward farms and mills, to less than a mile in width, flanked by precipitous, thinly pine wooded mountains. There are small tracts of arable and irrigable lands, chiefly occupied by Indians, James Phair, proprietor of the 22-mile house—a very comfortable, home-like inn—being the only white settler for the last twenty-five miles. I am informed by Mr. Thaddeus Harper and others, that there is a six-foot vein of good bituminous coal in the central portion of the valley, easily accessible.

TRIP NUMBER THREE.

From Victoria to Burrard Inlet upon the steamer Alexander, Capt. Donald Urquhart, Commanding. A Visit to Port Moody, the Moodyville and Hastings Saw-mills, Granville, and the Indian Villages, Returning via Departure Bay and Nanaimo. Round Trip, 215 Miles.

ON BOARD STEAMER ALEXANDER,
November 11th, 1882.

Burrard Inlet, an arm of the Gulf of Georgia, extends about twelve miles inland from the entrance, between Points Grey and Atkinson. Port Moody, on this harbor, has been selected as the Pacific terminus of the Canadian Pacific Railway. Everyone familiar with the topography of the North-west coast, and the character of its sea approaches, will recognize the wisdom of the choice. The Inlet is a perfect land-locked harbor, with excellent anchorage and easily accessible, in all kinds of weather, for the largest ships afloat. It is situated about eighty-five miles from Victoria, six miles from New Westminster, and thirty-six miles from Vancouver Island at Nanaimo. Immediately bordering its shores are

E. M. JOHNSON,
Notary Public, Conveyancer,
AND
Real Estate Agent.

*Agent for the Principal Owners of the Port
Moody Townsite, the Terminus of the
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PORT MOODY, B. C.

LEWIS J. BONSON, - PROPRIETOR.

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KAMLOOPS EXPRESS

Carrying H. M. Mails, leaves Cache Creek for Okanagan Mission every Tuesday on arrival of mails from Victoria. Passengers and Freight put through on time. General Express Business. Charges Moderate.

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The Best Hotel in the Interior.

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J. A. MARA, General Merchandise.

MARA & WILSON's Steamboat Line.

ARCHIBALD MCKINNON, General Blacksmith and Wagon Maker.

SHUSWAP MILLING Co., Kamloops,

James McIntosh, Proprietor.

WILLIAM. FORTUNE, Flour and Sawmill, and Steamer

Lady Dufferin, Tranquille.

CORNELIUS O'KEEFE, General Merchandise, Okanagan Lake.

THOMAS GREENHOW, General Merchandise, Okanagan Lake.

ELI LEQUIME, General Merchandise, Okanagan Mission.

E. O'ROURKE, General Merchandise, Nicola Valley.

RICHARD O'ROURKE, General Blacksmith, Nicola Valley.

P. L. ANDERSON, General Merchandise, Nicola Valley.

JOHN HAMILTON, Horse Dealer, Nicola Valley.

NICOLA LAKE HOUSE, Joseph Blackbourn, Proprietor.

JOHN GILMORE, Stock Ranch, and Nicola and Spence's Bridge Express, Nicola.

NICOLA FLOUR & SAWMILL, G. Fensom, Proprietor.

PETIT & Co., General Merchandise, Nicola, Valley, Nicola.

C. M. BEAK, Stock-raiser, Nicola Valley.

JOHN CHARTRES, Stock-raiser, Farmer, Nicola Valley.

ALEX. COUTLIE, Gen. Mdse, Stock-raiser, Nicola Valley.

R. M. WOODWARD, Flour and Sawmill, Rosedale, Nicola Val.

22-MILE HOUSE, James Phair Pro., Nicola Valley.

the largest bodies of valuable fir timber in the Province. Here great saw-mills have been in operation since 1865, exporting immense quantities of timber, direct to all the principal eastern ports of the world. Steam tugs have been employed towing back and forth the numerous fleet of vessels engaged in this trade; of these, the *Alexander*, Capt. Donald Urquhart, commanding, is the largest, finest and most powerful on the Pacific coast. She was built at Port Essington, near the mouth of the Skeena, in 1876, and is 180 feet in length, twenty-seven feet wide, with two 400-horse power engines. Leaving the fine harbor of Esquimalt on the evening of the 9th, with two ships in tow, she steamed along easily through the Straits and across the Gulf at the rate of eight miles an hour.

At daybreak the following morning we were heading directly for a lofty snow-capped peak of the mainland, beneath which flashed the brilliant light of Point Atkinson. The dark outlines of the grand old mountains were clearly defined against the cloudless starlit sky. Just before rounding Point Gray the rising sun gilded the snow covered summit of Mount Baker, and of the Cascade Range. A large black whale is rolling and spouting within rifle range on the right. Entering the inlet, Indian villages are seen on the shores, and two Indians paddle by, making the woods ring with their salutations. A dense forest of Douglas pine reaches down to the water's edge, except where leveled by the axe of the lumberman. We leave the ships a little beyond English Bay, and run alongside the wharf of

The Hasting's Sawmill Company.

This firm are manufacturing about fifteen million feet of lumber annually, most of which is shipped to Chinese, Australian and South American ports. Four foreign ships were waiting for their cargoes. The company own large tracts of the choicest Douglas pine, and frequently fill requisitions for enormous sticks of timber, some twenty-six inches square and 110 feet in length, and forty-two inches at the base and 120 feet long. The pleasant village of Granville lies adjoining the Hastings Mills. It had strong expectations of securing the

prize which has fallen to Port Moody. Crossing the Inlet to the North side, about six miles from the entrance, we discharge freight at the wharf of the

Moodyville Sawmill Company

The most extensive manufacturers and exporters of lumber on the coast, North of Puget Sound. Their great mill, furnished with ten electric lights for night work, completely equipped with double circular and gang saws, edgers, scantling, planing, and lathe machines, and employing a hundred men, were cutting up huge logs at the rate of from 75 to 100 thousand feet daily, or from 20 to 25 million feet a year. Quite a fleet of ships lay waiting for their cargoes for China, Japan, Australia, and the West Coast of South America. The town with its mill, machine shop, store, hotel, boarding house, and numerous dwellings, and the shipping in front, presented the most interesting scene of activity on the Inlet. The company own large bodies of the best timber in this region, and have about 100 men logging in their several camps. They obtain the largest and finest specimens of fir on Howe Sound, Mud Bay and Jervis Inlet, furnishing almost any size required. Mr. Hickey, chief engineer of the steamer Alexander, measured one of them which was seven feet six inches through at the butt and six feet and six inches fifty feet therefrom, five feet and four inches 100 feet up, and five feet in diameter 130 feet from its base. These mills are owned by Welch & Co. of San Francisco, Mr. George B. Springer being their manager at Moodyville, and Welch, Rithet & Co. their agents at Victoria. Returning we cross the Gulf, about thirty-six miles, to Departure Bay, arriving just as the steam collier Barnard Castle is starting for San Francisco. After coaling from the North Wellington mine the captain runs down three miles to

Nanaimo,

The principal mining city of the great coal fields of Vancouver and the home of Robert Dunsmuir Esq., M. P. P., their largest owner. It is surrounded by the Wellington, Newcastle and Vancouver coal mines, the most productive in

the Province, their aggregate annual output amounting to about 210,000 tons. A fine bark, the first vessel built here, was nearly ready for launching. The suburbs of the city were alive with Indians gathering from far and near to engage in the festivities of a grand potlatch.

TRIP NUMBER FOUR.

From Victoria to Port Moody, the Terminus of the Canadian Pacific Railway, via New Westminster. Round Trip, 164 miles.

From Moodyville, the farthest point reached at Burrard Inlet by the Alexander on the 10th inst., I could only obtain a distant and unsatisfactory view of the situation of Port Moody. I therefore proceeded to New Westminster by steamer, and from thence walked six miles to the Inlet. Most of the way, great fires have swept through, and nearly destroyed the once magnificent forest. A few giant trees remain, a Douglas fir which I measured girting 33 feet, and a dead cedar from which the bark had been burned measuring $47\frac{1}{2}$ feet in circumference four feet from the base. About a mile in an old Indian canoe with Peter Calder, brought me to the townsite of

Port Moody.

It is situated on the South side, near the head of the Inlet, a beautiful sheet of water so perfectly sheltered on all sides by a thick forest growth that it may be safely navigated in stormy weather by the smallest craft. High mountains rise abruptly on the North, the Southern shore receding gradually over rolling timber lands. This is the favorite abode of the mountain sheep, and bears are so numerous that they are frequently caught stealing from the mess tents of the railway camps. A force of 750 men under the superintendence of Mr. Albert J. Hill, Assistant Engineer of the

C.P.R.R., were at work preparing the terminal facilities of the great railway which reaches the tide waters of the Pacific here. An immense wharf, having a frontage of 1,324 feet, and requiring over 20,000 piles for its construction, was approaching completion. The warehouse is 210 feet long and 48 feet wide, and accessible at low tide for ships drawing 24 feet of water. Grading for the road-bed was being pushed with all possible vigor. Four ships loaded with railroad iron are now on their way here from England. Mr. Hill and his wife—the first lady resident of Port Moody—were just commencing housekeeping in the second story of the new railway offices and depot. It requires no prophetic foresight to predict with reasonable certainty regarding the future of the terminus of such a great railway, stretching from ocean to ocean across over 2,500 miles of country, embracing hundreds of millions of acres of the choicest pastoral and wheat growing lands in America. Fleets of ships will soon be sailing between Port Moody and Eastern ports, laden with the exports and imports of a great commerce; lines of steamers will run regularly from thence to Victoria and the cities of Puget Sound and of the South Pacific; connection with the Northern Pacific and the American railway system will doubtless be made, and machine shops, car-works, ship-yards, and other manufacturing industries established at an early day.

TRIP NUMBER FIVE.

From Victoria to North Saanich. Round Trip, 42 miles.

Saanich is one of the most important farming settlements on Vancouver Island. It is situated upon a narrow peninsula from three to six miles in width, surrounded by the waters of the Haro Straits and of the Finlayson Inlet or Saanich Arm, which extends Southward for about twenty miles nearly to the harbor of Esquimalt. Though this portion of Vancouver, like most of its surface, is generally covered with a thick forest of fir and spruce, it comprises several thousand acres

of prairie openings. Both soil and climate are well adapted to the growth of large crops of hay, grain, roots, hops, &c. There are two good turnpikes, known as the East and West Saanich Roads, extending from the suburbs of Victoria through South and North Saanich. Every few miles there are comfortable wayside inns and summer, health and pleasure resorts. First, the Swan Lake Hotel, by William Lewis, about three miles out from the city; then the Royal Oak, by John Camp & Son, at the junction of the two roads; next Stephens', about two miles beyond; the Mount Newton Hotel, by John Henderson, 13 miles; and lastly, Henry Waine's Inn, 20 miles from Victoria,—all convenient to excellent fishing, hunting, and boating.

At the Mount Newton House the waters of Finlayson Inlet were seen through the bordering groves of oak and pine. The Saanich tribe of Indians have built their village on the shore of a pleasant cove on the east side. Approaching it, I met two Indians, a man and boy, the former carrying a bow and arrow. Expressing my surprise that a grown man should be hunting with such a weapon, the Indian said it belonged to his son, and that he was only teaching him how to shoot. This explanation was made in a manner so apologetical that it showed that he felt above the use of such savage and childish implements himself. Here as elsewhere their lands afford little more than a camping place, only small patches being indifferently cultivated for root crops, their main support coming from the sea, the forest, and rivers. Upon the ground of original occupancy, many of the choicest situations throughout the Province generally have been reserved for the Indians. This I believe to be just, to the extent of giving them all the lands which they reasonably require. Where, however, as in many instances, both in British Columbia and in the United States, extensive tracts have been set apart for small bands who do not make any profitable use of the same, it is an injustice to the whites who desire and need the land for homes and cultivation. From what I have seen of the condition of the Indians in various parts of North America, I am of the opinion that the time has come to abolish the reservation system altogether, and grant to the Indians, indi-

vidually, liberal quantities of land, giving them a reasonable time in which to avail themselves of such an allowance, and then open the balance of their reservations to settlement the same as upon other portions of the public domain. After a good dinner at Waine's, I returned to Victoria by the East road, passing several quite extensive, well managed and productive farms. Meeting a party of settlers, they suggested what I have often observed, that in following public highways many of the finest portions of the country escape notice, and by way of illustration invited me to go with them less than fifty rods from where we stood—which I did—and saw a beautiful level prairie of several hundred acres hidden from the ordinary traveler behind rising ground and a grove of pines.

TRIP NUMBER SIX.

From Victoria to Fort Wrangel, Alaska, with Capt. McCulloch of the Hudson Bay steamer Otter. Through the Canal De Haro, Gulf of Georgia, Dodd's Pass, Seymour Narrows, Discovery, Johnstone, and Broughton Straits; Queen Charlotte, Fitzhugh, Millbank, Wrights, and Chatham Sounds; Tolmie, Greenville, and Revilla Gigedo Channels, via Departure and Alert Bays, Fort Rupert, Rivers Inlet, Port Essington, Bella Bella, Metlakatlah, and Fort Simpson. Magnificent Scenery, Extensive Coal Fields, Salmon Fisheries, Indian Villages, Trading Posts, Missions &c. &c. Round Trip 1,600 miles.

ON BOARD STEAMER OTTER,
IN ALASKA WATERS, Sept. 1st, 1882.

The Hudson Bay Company were the pioneers of the steamboat navigation of the waters of the North-west coast, having brought the Beaver round the Horn in 1836, the oldest steamer on the Pacific, the Otter in 1853, and the Labou-

chere in 1859. Though at first employed principally in the fur trading service of the company, they established as early as 1862, upon the breaking out of the Stickeen River gold excitement, a regular line of steamers for passengers and freight between Victoria and Fort Simpson, B. C., running occasionally during the summer months to Fort Wrangel, Alaska, 160 miles beyond and 750 miles from Victoria. From May to September is the most favorable season for the voyage, rain, mists and fogs prevailing along the coast North of latitude 56 during a considerable portion of the remainder of the year. On the 26th of August we started from Victoria for Fort Wrangel on the steamer Otter. Capt. McCulloch, commanding, has had over twenty years' experience in navigating these wonderful waters. An Irishman by birth, in 1860 he sailed upon the Nanette for the Island of Vancouver. The vessel was wrecked and lost upon Race Rocks, in the Straits of Fuca, a few miles from the harbor of their destination, and to this circumstance the New World is indebted for his skillful and faithful services. Following the Fraser River route to near Plumper Pass, and then taking the Nanaimo Channel, a little past noon we emerged from a narrow rock-bound passage, known as Dodd's Pass, and sailing within sight of the city of Nanaimo, three miles beyond, enter the fine little harbor of

Departure Bay.

This is the location of the most extensive and valuable coal mines on the Pacific Coast. While the steamer was coaling I jumped into a car and rode three miles through a thick forest of Douglas fir to the North Wellington Colliery, the most productive mine now in operation. Here I found a pleasant village and several hundred men taking out coal at the rate of about 800 tons a day. Five ships and two steamers were waiting for cargoes at their wharves for San Francisco, Wilmington, Honolulu, and China. These mines, owned by Dunsmuir, Diggle & Co., were first opened in 1870 and are now being worked by two slopes and three shafts to a depth of about 300 feet, the annual output amounting to 175,000 tons. Mr. Dunsmuir informs me that

they are sinking another shaft and can soon take out 2,000 tons a day if the demand should require it. Resuming our voyage that night, early the 27th we were passing opposite

Comox,

One of the largest and most prosperous farming settlements on Vancouver Island, 135 miles from Victoria. We are now in Discovery Passage with Valdez Island on the right, upon the shore of which the brown huts of a small Indian village are visible, and soon enter Seymour Narrows, through which the waters rush whirling and foaming at the rate of ten or twelve miles an hour. The most powerful steamers seldom attempt to go through against the tide. The U. S. steamer Saranac struck a rock here a few years ago and went down in 500 or 600 feet of water. This is the point where the Canadian Pacific Railroad have considered the practicability of bridging for an extension of their line from the mainland down Vancouver Island to Esquimalt Harbor. It would be an enormously expensive undertaking. Another glorious day's ride amidst scenery of exceeding grandeur, through Johnstone's and Broughton Straits, between Vancouver, Thurlow, Hardwicke, Cracroft, Hanson, and Pearse Islands, all rocky, mountainous and thickly timbered with fir, cedar and spruce, just before sunset we arrive at

Alert Bay,

Two hundred and thirty miles from Victoria. It is a sheltered indentation upon the West side of Cormorant Island, opposite the mouth of the Nimpkish River, of Vancouver, the home of the Nimpkish tribe of Indians from time immemorial. They were discovered here by Captain Cook, over 100 years ago. They now number about 190, and occupy a picturesque village of large houses made from cedar logs and planks. The fronts of several were covered with grotesque paintings and had tall cedar outposts with hideous carvings. As I walked through it, old and young squatted in groups upon the ground around the entrances, many in blankets, and exchanged salutations in a friendly, hearty manner.

Large quantities of dried salmon, their principal food, hung inside of their dismal, windowless houses. In the edge of the forest close at hand, suspended among the branches of the tallest trees were at least a dozen bodies of their dead. The Episcopal Church of England has established a mission among them, built a church and school, and placed Rev. Mr. Hall in charge. Just as we were leaving, a neatly dressed Indian boy passed through the village ringing a bell for evening service to which many were responding. Messrs. Earl, Huson & Spencer built the Alert Bay Salmon Cannery here last year, at an expenditure of about \$20,000, putting up 5,000 or 6,000 cases of salmon of superior excellence. The salmon are caught in the Nimpkish River, chiefly by the Indians. This stream is the outlet of Karmutsen Lake, bordering which, there are reported several hundred acres of land suitable for cultivation.

Fort Rupert,

A village of the Fort Rupert Indians, and Hudson Bay trading post is next reached. It is finely situated on the East shore of Vancouver Island, about 35 miles from Cape Scott, the extreme North-western point of the Island. From thence we sailed by moonlight through Queen Charlotte Sound, a stretch of about thirty-five miles of open sea, sometimes rough enough, but now placid and unrippled, the long swells rolling gently without a break, entering Fitzhugh Sound by daylight the 29th. "The finest night we have had for six or seven months" said the watchman, as I met him on deck early in the morning. We had passed the Sea Otter group of islands, also Calvert and Hecate, all on the left, and

Rivers Inlet

On the right. Here the steamer on her return received seven hundred cases of salmon from the Rivers Inlet Canning Co., Thos. Shotbolt & Co., proprietors, established at the mouth of the O-wee-kay-no River in February last. They will pack about 5,000 cases this season. The salmon are larger than those caught at most other places, frequently weighing

seventy-five pounds. At nine o'clock we are opposite the entrance to Burke's Channel which leads away for fifty miles North-eastward through the North Bentic Arm to

Bella Coola.

A village of about 300 of the Bella Coola Indians, and a trading post of the Hudson Bay Company, W. Sinclair, agent. Rev. Mr. Wood, a missionary of the Methodist Church of Canada, just returned from there, tells me that the situation is a very beautiful one, and that there are about 2,000 acres of rich delta lands at the mouth of the Bella Coola River, a portion of which are cultivated by the Indians for raising potatoes. He also reports finding them in a very degraded condition, many of the men living by the prostitution of their women. Steaming on through Fisher's Channel we turn into Lima Passage, which extends in a North-westerly direction into Ogden Channel. When about ten miles up, the vessel suddenly rounds into a little cove opposite the Indian village and Hudson Bay trading post of

Bella Bella.

The Bella Bella tribe having their permanent quarters here number about 250. They are entirely self-supporting.

A resident missionary, Rev. C. M. Tate, is provided by the Methodists of Canada. There is no landing, but the engine had scarcely stopped before we were surrounded by a fleet of canoes of all sizes, containing twenty-five or thirty natives, men, women and children, who had come, some from curiosity, others to receive their friends, several young men of the tribe, employes of the Hudson Bay Company, returning home for a visit. Their houses are built of logs and plank, with low double roof, generally without chimney or windows, and one small entrance in front. Numerous graves were seen on the neighboring hills, made very conspicuous by the brilliant red bunting floating over them. Rude monuments, consisting of enormous wooden circulars with images and canoes, marked the graves of the chiefs. In less than an hour our voyage was resumed. Crossing Millbank Sound at the close

of one of the most beautiful days of the year, a bright moonlight night, lights us through a succession of most remarkable waters—Tolmie Channel, Fraser's and McKay's Reaches, Wright's Sound, into Greenville Channel by day-break the 30th.

At Lowe's Inlet, about half way through on the right there is a salmon fishing and salting establishment. Precipitous rocky mountains, covered with stunted cedar, their sides furrowed by avalanches, and summits white with snow, describes the general features of the landscape for hundreds of miles. The mountains on the mainland rising to the height of 3,500 feet, are here called the Countess of Dufferin Range. At noon we reach the mouth of the

Skeena River,

One of the most important streams in Western British Columbia. It has four entrances, the main channel leading from Chatham' Sound, and is navigable for light draught steamers to Mumford Landing, a distance of sixty miles, and about 200 miles further for canoes. This is the shortest and best route to the Omineca country, and to several of the Hudson Bay trading posts.

Port Essington,

Situated near its mouth, a small village of white traders, and about 125 Tsimpsheean Indians, is the principal settlement upon its banks. There is one salmon cannery—the Windsor Canning Co.—situated at Aberdeen, within sight of the opposite bank, and another—the Inverness—on Inverness Slough, about eight miles below. They will put up not far from 26,000 cases the present season. Mr. Wm. V. Brown, a pioneer miner and prospector, who has spent four years exploring this region, reports quite extensive tracts of open grazing country, lying between the Skeena and Naas Rivers, and also still larger ranges between the former river and Fraser Lake.

About sixteen miles beyond the mouth of the Skeena, we suddenly come in full view of the most populous and inviting

place we have seen thus far,—a neat village of about 150 houses, beautifully situated upon the Tsimpseean peninsula. A large, fine church and school-house are conspicuously prominent. There is also a store, Salmon Cannery, and Sawmill. This is

Metlakathla,

The field of the remarkably successful work of Mr. Duncan, in civilizing and christianizing the Tsimpseean Indians. He first established a mission at Fort Simpson, a post of the Hudson Bay Company, but for the purpose of greater isolation in 1862 removed to Metlakathla, where he has gathered about 1,000 of that tribe, and through a firm Government and faithful secular and religious training raised them from barbarism to the condition of civilized people. They live in comfortable houses, dress like the whites, school their children, and worship in one of the largest churches in the Province, erected at a cost of \$10,000.

Fort Simpson.

About 15 miles further across Chatham Sound, brings us to Fort Simpson, the principal trading post of the Hudson Bay Co. upon the Pacific coast. It has been the favorite abode of the Tsimpseean Indians, one of the most populous and powerful of the native tribes of North America from times immemorial. When first occupied by the Hudson Bay Company, their village here contained over two thousand people. They were found living in houses, many of which are still standing, strongly built of great hewn timbers and thick planks split from enormous cedars. Some of their canoes, made from a single tree, are over 65 feet in length, carrying seventy people, and in which they not infrequently make voyages as far South as the Straits of Fuca, and North to Alaska. The situation was the most commanding which could have been selected for traffic with the neighboring tribes. They came here to trade from the Skeena, Naas, Stickeen, Takou, and Chilkat Rivers, the Queen Charlotte and Prince of Wales Islands, Wrangel and Sitka, and from the distant interior, to exchange their furs for goods. For several years most of this barter was car-

ried on through the Tsimpsheens, who would not permit the inland tribes to deal directly with the agents of the company, but jealously reserved that privilege for their own people. Fort Simpson was then the base of supplies for all the trading posts of this region, which were brought in the company's own ships direct from England. The fort consists of a simple stockade about twenty feet in height, made from large cedar poles, with watch and shooting towers, and encloses the store, warehouses, and quarters of the servants of the company. The village contains at present about 800 Indians, most of whom live in comfortable houses and dress in civilized costumes. Remaining here several hours discharging freight, I had the pleasure of meeting Rev. Mr. Crosby and his estimable wife, missionaries of the Wesleyan Methodist Church of Canada, of examining the mission church and school and attending an interesting service in the evening. To their noble self-sacrificing labors during the past eight years, the marked improvement in the condition of these people is mainly due. Their houses for worship and instruction, erected almost exclusively by Mr. Crosby and the Indians at a cost of about \$8,000, chiefly expended for material, are well designed, well built, commodious and comfortable. Taking a purely secular view of such results, it must be conceded that the missionaries are doing more than all other agencies combined to bring these semi-barbarous tribes into peaceful subjection to the general Government, and harmonious and beneficial relations with the whites. Fort Simpson is situated about 35 miles from the mouth of the Skeena, 40 from the Naas, and 160 miles South-east of Fort Wrangel. Sixty miles or more to the Westward lie

The Queen Charlotte Islands,

The extreme North-western land of British Columbia. Count Zuboff, a Russian geologist, who has spent two summers upon these islands, gives me a very interesting account of their geography, resources and inhabitants. Their extreme length is 156 miles, and their greatest width 52 miles. Mountains thickly wooded with cedar, spruce and hemlock, cover most of their surface, though Graham Island, one of the largest

of the group, contains a tract of timberless grazing land sufficient, it is estimated, to support over a thousand head of cattle. The climate is comparatively mild, and snowfall so light that stock would subsist throughout the year entirely upon the native grasses. It is peopled by the Hydahs, evidently of Asiatic origin, the finest specimens, physically, and the most courageous of all the native tribes. They live in villages upon the seashore, building large and substantial houses from great logs and planks of cedar. They now number about 850, but were formerly much more populous. Hunting, fishing, and trapping is their main dependence, though they are great canoe builders, supplying them to the other tribes, and also very skillful workers in gold and silver, and carvers upon wood and slate. Bold and skillful navigators, and warlike, they ruled among the natives of these northern seas, and until a comparatively recent date have been hostile to the whites. Now they are friendly, and anxious for missionary teachers, who are about to establish a school for their instruction. The Count has discovered an extensive vein of lignite and a four foot vein of anthracite coal, and also coal-oil there. Graham Island has been occupied as a trading post by the Hudson Bay Company since 18 , and for the last four years by the Skidegate Oil Company, which is manufacturing a very excellent lubricating and burning oil from sharks. They are so numerous in the surrounding waters that the Company have caught over 5,000 in thirty-six hours, by means of thousands of strong steel hooks, fastened by cotton cod lines to a fifteen thread hemp rope, and anchored in from seven to thirty-five feet of water. At daybreak on the morning of the 30th we were crossing the waters of the entrance to the Portland Channel, into which flows the

River Naas.

This stream abounds with salmon, and is the greatest known resort of the oolachan, which swarm here by the million, and are caught by the Indians in the Spring of the year in immense numbers. A kit of them salted has just been brought on deck. They are a bright silver colored fish, smaller than the herring, of more delicate flavor and so rich in oil that when

dried they burn like a candle. It is extracted in large quantities and forms a staple article of diet and barter among the natives. There are also two salmon fisheries near the mouth of the river, Croasdaile & Co's. and Welwood & Co., the former packing about 7,500 cases, and the latter several hundred barrels of salted salmon this season.

Upwards of a thousand Indians dwell upon the banks of this river, within seventy-five miles of its mouth, most of whom are being reached, in their villages of Kincolith, Greenville, Ahyns and Kitladamax, by missionaries, Dunn, Green and Robinson, the first sent out by the Episcopal Church of England, and the two latter by the Wesleyan Methodists of Canada. Mr. Robinson describes them as being very friendly to the whites, he having been the only white man in their village of Kitladamax for several months at a time. We are now in the American waters of Alaska, the Portland Channel being the dividing line between British Columbia and that Wilderness Possession.

ALASKA.

Alaska is a vast region stretching away 1,400 miles north from 54 degs. 40 min., and over 2,000 miles from the Pacific Ocean Eastward. High, rocky, precipitous mountains, thickly covered with forests of cedar and hemlock, extend over nearly all that portion embracing the first four hundred miles of coast, known as Southern Alaska. The interior, so far as explored, contains a diversified surface of mountains and plains, lakes, marshes, meadows, lowlands and rolling plateaus, through which flows a mighty river, the Yukon, as broad as the Amazon and navigable for 1,500 miles. It is inhabited by the aboriginal tribes, the Eskimos, Aleutes, Kenaians and Tlinkets, numbering, altogether, perhaps, 25,000 souls. The climate of Southern Alaska is comparatively mild but very disagreeable, owing to the excessive rainfall. The winters of the interior are extremely cold and the summers hot.

There are about 300 whites in the Territory, mainly at Sitka, Juneau and Fort Wrangel. Mountains, forests, islands, straits and channels innumerable, rock-bound shores and

snow-clad peaks compose the general outline of the scene which meets the eye on every hand. Thickly wooded from the summits of all but the highest peaks, there is scarcely a spot in all these last hundreds of miles which invites settlement. It is as grand a wilderness as lies under the dome of heaven, and abounds in great resources of fish, fur and minerals, the utilization of which will attract and support scattering communities, but beyond this the immigration of a hundred years will probably make but little change in the face of Alaska. The climate and soil of the southern coast especially, is adapted to the growth of grasses, potatoes, carrots, turnips, cabbage, etc., but the area susceptible of cultivation is so extremely limited as to practically exclude the agriculturist. Captain Oakford, Collector of Customs at Fort Wrangel, told me yesterday that he received frequent letters from people in the East who thought of coming to Alaska. One man wrote that he was well provided with agricultural implements, reapers, mowers, etc., and wished to engage in farming on a large scale. Such inquiries indicate that erroneous views are entertained abroad concerning this region. It is scarcely possible to exaggerate its resources of fish, and it is undoubtedly the greatest range both as to number and quality of valuable fur bearing animals in the world, and also rich in coal, copper, and gold; but its habitable lands and timber supplies have been greatly over-estimated. With the exception of a few hundred acres upon the bottoms and deltas of the rivers, I have not seen nor been able to hear of any tracts of open arable country exceeding a few acres in extent. And while the forest area is so vast, only very small portions comparatively are either fit or available for the manufacture of lumber. There are small bodies of enormous cedar, or cypress, and scattering tracts of good spruce, but probably 75 per cent. of the forest comprises stunted cedar, spruce and hemlock, growing upon scanty soil, and among the crevices of the rocks, in many places dying for want of nourishment. Mr. George Willisroft, who has owned and operated a sawmill at Georgetown, near Fort Simpson, for eight years, manufacturing about 900,000 feet of lumber annually for the local market, tells me that above

Deans' Canal, B. C., the Northern limit of the fir or Douglas pine, though he has examined the country thoroughly, he knows of no good timber in sufficient quantities to warrant the manufacture of lumber for the general export trade. At Fort Wrangle I found Mr. William Woodcock, who has been in Alaska for several years, swearing over the Rev. Sheldon Jackson's statement before a Congressional Committee concerning it, which lay spread out before him. Mr. Jackson says in substance that the climate and resources of the country are such that it is bound to have a large population, but that he cannot encourage immigration into it until provided with some form of government, for the security of life and property. While nearly all agree that it should have a local magistrate or commissioner with power to enforce law and order, all whom have consulted, quite a number of traders, miners, and others who have been in Southern Alaska from two to fourteen years, are unanimous in the opinion that the very reasons, the character of its climate and resources, which Mr. Jackson thinks offer inducements to immigration, will exclude it except to quite a limited extent. Speaking more from information obtained from such sources than personal observation, it is difficult to understand how that any man of intelligence and honesty at all familiar with the country, could, under any circumstances, be induced to recommend it for colonization by the American people. Its fish, furs and minerals are alone worth more than it cost, and will attract considerable settlements along the Southern coast, and hardy Northmen will doubtless by slow degrees settle in the vast almost unknown interior, though Alaska may probably for generations to come be most fitly described as the "Great Lone Land."

Heading for Cape Fox, the abandoned U.S. Fort Ton-gass and an Indian village adjoining are seen in the distance on the right. A little further on the U.S. Coast Survey steamer Hasler, lying at anchor in a snug little harbor on the left, sends out a boat and receives her mail. Then steaming on through the Revilla Gigido Channel, Duke of Clarence and Stachinski Straits, before daylight the 31st I was awakened

by a loud prolonged chorus from the wolfish yelping Indian dogs of

Fort Wrangel,

And going upon deck found the steamer nearing the landing. The town is situated on Wrangel Island, seven miles from the mouth of the Stickeen, 160 South-east of Sitka, and contains about thirty resident whites and several hundred Indians. The Presbyterian Indian Mission Church, the McFarlan Home, and the former Government buildings, are the most conspicuous among the 150 or more houses and cabins crowded together on the picturesque shore. The Indian village comprises several houses of large size built from great cedar logs and planks generally without partitions, but some having floors, and all an open central fireplace. These are frequently paved with smooth stones, but have no chimneys, the smoke escaping through an opening in the roof. The great cedar posts, three feet in diameter supporting the monster ridge poles, and also columns standing in front from forty to fifty feet in height, were covered from the ground up with rude grotesque carvings of Indians, bear, beaver, frogs, fish, eagles, ravens, and frightful imaginary hobgoblins. They were formerly supposed to be objects of worship, but are now known to represent family and tribal totems, crests and heraldic designs. Fort Wrangel is an important point for the purchase of Alaska fur, and also does a considerable general trade with the Indians and the Cassiar mines. Wm. J. Stephens, W. King Lear, Benjamin Levi, and Oscar Northrup are the principal traders. Mr. Stephens showed me a splendid lot of fur, comprising otter, beaver, mink, wolverine, wolves, lynx, seal, and sea lion, including a bull fur-seal over $8\frac{1}{2}$ feet in length. His shipments of fur last season were valued at \$26,000. This is also the winter rendezvous of the Cassiar miners. The principal mines are situated on Dease Creek, 238 miles North-east, 160 miles up the Stickeen river to Glenora, then a portage of 85 miles to the head of Dease Lake, and from thence 18 miles further by water. The Juneau gold fields of Alaska are situated near the mouth of the Takou river, 160 miles North-west from Wrangel.

Parties just down from these mines report several claims paying from \$8 to \$16 per day.

On the evening of the 31st the Otter turned her bow homeward. A heavy rain fell during the first night, and in the morning scores of streams were plunging and flashing from the snowy summits down the avalanche furrowed sides of the high, precipitous mountains bordering the channel of Revilla Gigido. Sailing through the same wonderful waterways, traversed on the upward voyage, through long stretches of river-like passages, shadowed by their mountain walls, across Sounds affording more extended and grander views,—then through an archipelago of innumerable rock-bound islands and islets, with arms and inlets reaching out in all directions, on the 7th of September we arrived safely in port at Victoria.

CARD.

Victoria, B. C., 20th Dec., 1882.

In conclusion, I tender my sincere thanks to Surveyor-General W. S. Gore, and Thos. Elwyn, Deputy Provincial Secretary, to whom I am under special obligations for government maps, documents, etc. I shall soon publish, at San Francisco, a second edition of "The Watering Places, Health and Pleasure Resorts of the Pacific Coast." It will be a well bound, illustrated volume, of about 150 pages, embracing descriptions from personal observations and experience, of the principal sea-side, lake-side and mountain resorts and mineral springs from Mexico to Alaska. The following are among the places which will be prominently noticed: Victoria, Puget Sound, Gray's Harbor, Shoalwater Bay, Sea View, Ilwaco, Tillamook and Yaquina Bays; Wilhoit, Foley's, Harbin's,

Highland, Pierson's, Witter's, Ziegler's, Howard's, Bartlett's, Allen's, Hough's, Calistoga, White Sulphur, Congress, Gilroy, Paraiso, Paso Robles, Arroyo Grande, Santa Barbara, The Ojai, Arrowhead, Temescal and Fulton Mineral Springs; Lakes Tahoe and Donner, the Calaveras Big Trees, Yosemite, Monterey, Pescadero Pebble Beach, Santa Cruz, Santa Barbara, Nordhoff, Santa Monica, Pasadena, San Gabriel, Orange and San Diego.

Persons desirous of obtaining copies of the same at \$2.00, please address me at San Francisco.

N. H. C.

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